FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated the CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, $12 per annum. Postage to any part of the World $2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE DIRECTORY & CHRONICLE FOR 1907.

Complete Edition . $10.00
Small ... ... ... 6.00

Orders may be sent to the *Hongkong Daily Press* Office and to the Local Booksellers

No. 15,386, 號六十八百三千五萬一第 日十三月六年三十三緒光 HONGKONG, THURSDAY, AUGUST 8TH, 1907. 四拜禮 號八月八年七零百九千一英港香 PRICE, $3 PER MONTH.

*NOTICE TO CORRESPONDENTS.*

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

*Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.*

*All letters for publication should be written on one side of the paper only.*

*No anonymously signed communications that have already appeared in other papers will be inserted.*

*Orders for extra copies of* DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

*Telegraphic Address:* PRESS.

*Codes: A.B.C. 5th Ed. Lieber.*

*P.O. Box, 34. Telephone No. 12.*

LONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C

# The Daily Press.

HONGKONG, AUGUST 8TH, 1907.

WE have a great respect for the homely aphorism, "least said, soonest mended." But there are cases in which amendment can only be brought about by saying a great deal, saying it loudly or emphatically, and saying it often. Of such we consider are the relations of the Hongkong Observatory with its neighbours. That it has been and is an unpleasant duty, and one that has been somewhat misunderstood, is a regrettable circumstance, but it cannot be a deterrent. We published on July 24th a despatch from the Astronomer-Royal at Greenwich, commenting on the evidence of the Typhoon Enquiry as submitted to him. That despatch and its conclusions, so far as the major points raised by the *Daily Press* are concerned, seemed to us quite beside the mark, almost irrelevant. Anticipating expert comment from Manila or Shanghai, we decided to postpone any reference to it. We have now before us a copy of the *North China Daily News* for August 1st, containing a letter from the Director of the Sicawei Observatory. The asseverations of the Hongkong officials at the enquiry, that their relations with their confrères at Manila and Shanghai were "most cordial," seemed to us to be decidedly disingenuous, and we still think so. That there should be some disingenuity in the opening terms of Mr. Froc's letter indicates that the cordiality is about equal on both sides. Our contention has all along been that the most cordial relations are essential in the public interest. We have never suggested that any persons should be held responsible or blameworthy for the sad results of the September typhoon; but we do suggest that the Government should take any and all steps possible to secure whole hearted co-operation between all the weather observatories in the Far East. No one believes that such co-operation exists. Part of the letter about to be quoted confirms our opinion that Hongkong has been pursuing a dangerous policy of independence, which opinion, as we pointed out at the time, was proved correct by the evidence at the enquiry. If we are wrong in believing such whole hearted co-operation to be desirable, we are wrong in all points, and have no more to say. The letter is dated July 29th, and begins:—

Sir,—I have read in your number of to-day the opinion of the director of the Astronomical Observatory at Greenwich (London) on the Hongkong typhoon of September 18, 1906. I am glad to see that the Observatory of the British Colony is there discharged from blame. There is no profit in casting doubt on the value of institutions giving warnings to sailors; everyone can make a mistake, every man may be taken by surprise, but we want the confidence of captains in order to give them assistance. I feel therefore greatly satisfied at the conclusion of the Astronomer Royal, as it will stop further inquiries on the question. You may have noticed, Mr. Editor, that from the beginning we have strictly limited ourselves to the scientific description of that storm; we shall not depart from that behaviour, but there are three points in the first paragraph of Sir W. H. M. Christie's letter, in which Sicawei is concerned, and it seems impossible to let them pass without a short explanation.

We have commented on the transparent disingenuity—almost amounting to irony—of the passage which ends by expressing satisfaction at the prospect of further inquiries being stopped. It strikes us as a bit of gentlemanly humbug. We hope that Sir FREDERICK LUGARD will inquire about the alleged cordiality, and do something to make it more real. Whether the typhoon notified by Shanghai was identical with the one that hit Hongkong is a question for experts to argue over. We do not presume to have an opinion. The letter goes on:

1st.—The Astronomer Royal writes: "The typhoon of which warning was given by the Director of Sicawei Observatory on September 15, 1906, was apparently not the one which struck Hongkong on the 18th." Although the assertion is not absolute, I believe I must state once more that these typhoons are one and the same storm. A splitting of the cyclone in two may have taken place near the South end of Formosa, as we all know it often happens; but the narrow whirl of the 18th existed certainly in the perturbation signalled on the 15th S.E. of the great island and of the Group Meiaco Sima. This fact, already stated in the excellent pamphlet of the Director of the Philippine Weather Bureau will receive elsewhere due consideration. For the present be it enough to recall in mind the following facts:

A signal announces a typhoon on the 15th at 11.30 a.m. and again at 5 p.m., on the Pacific, some where to the S.E. of Ishigakijima. A centre, in every case reported as violent, narrow, with identical characteristics, passes on the same day at 2.30 p.m. at a short distance north of the island Sto. Domingo de Basco (Long. 121 deg. 59', Lat. 20 deg. 28',) the same day at 5 p.m., at a longer distance, north of Aparri (Long. 121 deg. 34', Lat. 18 deg. 22'), on the 16th about 1 a.m. it joins the U.S.N. transport Caesar 82 miles W. of the Batan islands (Long. 120 deg. 28', Lat 20 deg. 30'), the same day at 4 p.m. it is found at a distance estimated 240 miles N.N.E. of the s.s. Zafiro viz., approximately by Long. 118 deg. Lat. 22 deg.; during the night of the 17th the French mail steamer Océanien meets with the storm, which passes at a distance in the South (South of Breaker St.), viz., about Long. 116 deg. 30', Lat. 22 deg. 10" between 0 and 1 a.m. of the 18th; on the 18th, 3.45 a.m., the British steamer Kweichow, E.S.E. of Pedro Blanco (Long. 115 deg. 30', Lat. 22 deg. 10'), reports having experienced a *furious typhoon*, as did the Océanien, as did the Caesar. At Hongkong the minimum took place at 10 a.m. of the very same day.

Now let us mark on a chart the different positions of this very violent storm during these three days; every man having any experience of things in the Far East will be driven to the following alternative: either the Hongkong typhoon was the one signalled by Sicawei on the 15th, which passed, and was well observed successively over seven stations with a speed quite normal at this latitude, or we are invited to give birth and death in turn to seven successive violent typhoons within three days, on the same line and track; for the reasons to disconnect the Hongkong typhoon from the centre signalled on the 15th would apply to the Kweichow typhoon, at the doors of the Colony, to the Océanien typhoon, the Zafiro typhoon, the Caesar typhoon, etc., which conclusion it was hard to admit.

2nd.—"Had it (the typhoon) proved identical, the Sicawei forecast gave no indication that Hongkong was threatened."

It seems quite clear that the eminent astronomer has not received information of all the warnings cabled from here; from these, and these only, deductions can be arrived at and not from opinions expressed in the papers. On September 15, 11.30 a.m. a first signal was sent to the effect that "a typhoon was S.E. of the Meiaco Sima group, direction unknown;" this did not threaten any particular spot. But at 5.30 p.m. new information was cabled to all the semaphores that the typhoon previously reported was "travelling W.N.W."

There is no question here of our subjective opinion then, nor of what we could think at Shanghai or print in the papers; in fact we did not know for sure at the time that Hongkong was more in danger than Swatow or Amoy. But we are of opinion that objectively a prudent officer having the responsibility of a ship at the receipt of this signal, taking his chart and marking the centre on a line to the S. E. of Ishigakijima at a distance still unknown, but perhaps great, and from thence drawing a track towards the W. N. W., would have thought the information interesting for himself, and even important for the harbour of Hongkong, without concluding as yet that the centre would strike the anchorage. The proof is that a Captain arriving at Hongkong shortly after the disaster, and having seen our signal before leaving Newchwang, affirmed that he had come to the conclusion that the southern ports were menaced; Hongkong not excluded. We consequently cannot admit completely the decision of the Astronomer Royal, that the Sicawei forecast "gave no indication that Hongkong was threatened."

Our readers may digest the preceding argument for themselves. As we have said, it is not for us to dwell on such a point. The next section of the letter, however, brings us back to the extraordinary misunderstandings that have been possible in connection with the incident, even the Astronomer-Royal having been grotesquely misled. There is a plain implication that the Hongkong Observatory deliberately ignored a specific warning. This was, of course, never suggested locally. What we say is that their policy is to refuse all warnings from other observatories, and it was so said in evidence at the enquiry, evidence that cannot be overlooked, as it was the evidence of the officials themselves. They did not want deduction, but figures only; the wires were already overburdened, and so on. Mr. Froc's letter concludes:

3rd.—"The contention that the warning was given and ignored falls to the ground."

We believe that some people could misunderstand these concluding words and think that in fact this peculiar warning had been sent to Hongkong and actually refused or ignored there. Probably the situation is not plainly known in London. We are glad to tally to exonerate here the Hongkong Observatory of the implicit accusation that could result thence in some minds; we never thought of sending that warning to Hongkong. The Telegraph Companies are already overburdened with meteorological telegrams, which they kindly transmit free of charge, and we do not venture to put upon their cables useless messages. It is well known that Hongkong refuses to receive any warning, and that they even obtained from the American Government an official prohibition to the Director of the Philippine Weather Bureau of sending any typhoon warnings to the coast of China (an order soon cancelled owning to the universal protest of public opinion). We totally refrain from discussing that question now; we have only to say that on that date of the 18th (or 15th) no warning was ignored, because none was sent; and none was sent because we knew that it would not have been received.

Excuse me for having trespassed so much upon your valuable columns. I thought the explanation was necessary for the navigators, the welfare of whom is one of the chief aims of this institution, of which I have care. I am, etc., (signed) L. Froc, S.J., Director, Sicawei Observatory.

It was stated at the enquiry, by the Hongkong Observatory officials, that relations with all professional neighbours were most cordial. The only further inquiry we would care to see would be a plain question put to the Observatory directors of Manila and Shanghai, "Can your relations with the Hongkong Observatory be truthfully described as most cordial?" The two answers to that question might then show us just where we are in the matter. At present, the feeling is that we are still in danger, notwithstanding the findings of the local commission and of the Greenwich astronomer.

---

The plague total at date is 209 cases; there were two yesterday.

---

It is interesting to note that at present there is not a single barrister in the colony, all of them being absent on holiday.

---

The telegram quoted below was received from the Manila Observatory at the American Consulate at 12 noon yesterday:—"Typhoon crossed Luzon last night in form of shallow depression at present close Western coast Luzon."

---

Presbyterians, American Presbyterians at any rate, must suffer from brainstorms. At a debating society attached to the Presbyterian church at Manila it was moved that the wearing of pyjamas is detrimental to moral character. The motion was lost by a casting vote.

---

As a Chinese teacher was proceeding in a ricsha along the tram line near the Praya East Hotel on Tuesday night, car No. 9 overtook the vehicle, and crashed into it. The teacher was thrown out on to the road, and received such damages on his head and legs that it was found necessary to remove him to hospital.

---

On July 28th at a Chinese Theatre in Singapore there was an interesting boxing contest between Chin Hoon Seck a wellknown Chinese expert, and a European named Fischer. The latter had challenged the Chinaman to box him ten rounds. The fight was very spirited while it lasted, which was only three rounds, for the Celestial scored a victory in the third round.

---

At the Police Court yesterday Mr. H. H. J. Gompertz heard further evidence in support of the charge of armed robbery preferred against Lam Tsz hing, who with another, is alleged to have "held up" two residents of Lai Pak Shan village, about four miles from the Taipo Police Station. When the last witness had been heard his Worship committed defendant for trial at the Criminal Sessions.

---

Mr. C. L. L'Avoine, writing to the *Times of India* says:—It is commonly though erroneously believed in this country, that mangoes are the cause of boils in the hot weather. I was rather amused on reading your leader on "Indian fruits" to see that even at the *Times* Office, some importance is attached to this belief. Every medical man will tell you, that mangoes far from being "heaty" are on the contrary very cooling fruits, owing to the great quantity of vegetable acids they contain. They are rendered responsible for the crops of boils which torment some people during the hot weather because they happen to be then in season. Great heat renders the cutaneous system irritable and more liable to germ infection, which alone is the cause of boils. It is well known that very young infants who do not eat mangoes at all are the greatest sufferers from boils. This may probably apply equally to the similar superstition at Hongkong regarding "lychees."

---

Early yesterday morning a Chinese barber residing at Jardines's Bazaar, attempted to commit suicide by cutting his throat with a razor. Four or five times he drew the instrument across his throat, each time making a gash, but none of the cuts were deep enough to effect his object. When discovered by an inmate of the house he was sitting down, evidently supposing that his life's blood was ebbing away. The police were summoned, and the man removed to hospital.

---

Writing of the accounts given of their German experiences by the editors who were recently in Berlin, an Englishman, long resident in Germany, and knowing its life intimately, says: The fact that almost every item the English visitors dwell upon they admit came upon them as a surprise certainly points to great ignorance on their part regarding the vital features of so important a country as Germany. In my humble opinion this shows that the English newspaper correspondents residing abroad do not fulfil the duties that they are supposed to perform—which should be to enlighten the English public as regards the conditions prevailing in the country they reside in, in preference to their usual task of conveying political tittle-tattle. It seems to me that the English editors who went to Germany communicated more valuable information to the English public than the correspondents of the whole of the London Press have done during the last ten years.

---

In the current number of *Nature* a serious attack is made upon our unscientific administration, particularly in India, by Professor Ronald Ross, the distinguished enemy of malaria. Professor Ross has on several recent occasions criticised the lack of science displayed by the Indian authorities in their crusade against the plague, says the *Manchester Guardian*, which is still killing the natives of India at the rate of 75,000 a week, and which accounts for some part of the discontent with English rule of which we now hear. He returns to the charge at the request of the editor of *Nature*—who has long been urging the fuller use of scientific resources by British administrators—with a general indictment of the slackness which hampers the work of the Indian Medical Service to this day, as it did when he entered that service twenty-six years ago. He gives many instances of what he calls the brainless character of much of the administration.

---

Referring to the administration of Viceroy Shum in the Liang Kwang, Mr. Foo Chow Choon at a banquet at Ipoh to celebrate his return from China, maintained that he had done more in a short time for the lasting welfare of those great provinces than the whole of his predecessors had accomplished in decades—an assertion which was greeted with loud and long continued applause. Continuing, the speaker pointed to the reorganisation of the Police Department, the establishment of schools which had been sadly needed for years, and the free education given to tens of thousands of youths, including the off spring of Straits Chinese. The Viceroy had striven unceasingly for the enlightenment, and the uplifting of the masses, and he felt he was only doing His Excellency bare justice in expressing the deep-rooted conviction that it would indeed be well for China if there were more Viceroys of Shum's calibre, for were that so, China would assuredly become a strong Power so speedily that the whole world would be taken by surprise.

---

All the documents connected with the trial of the four Generals for the surrender of Port Arthur are now prepared. The Public Prosecutor's indictment comprises more than one hundred printed pages, and it is directed against General Stossel, formerly Commander-in-Chief of the Kwantung Territory; General Reuss, Chief of his Staff; General Smirnoff, Commandant of Port Arthur; and General Fock. Three of these names bespeak their non-Russian origin. Besides the surrender of the fortress, excess of powers, general slackness, and incapacity are alleged against the four Generals. General Stossel will be judged under Article 251, which entails capital punishment; the other three Generals, if found guilty, will be deprived of all their rights, and will be liable to imprisonment. The trial will be held early in October before ten judges; it will last two or three weeks. One hundred and fifty witnesses have been subpœnaed, and some of them are coming from Manchuria and Vladivostock. The public will be admitted to the trial only in limited numbers.

---

The *Singapore Free Press* says:—It is reported by the *Asahi* that Sir Claude MacDonald, who has returned to his post in Tokyo from home, will shortly be received by the Emperor and that His Majesty will decorate him with the Grand Cordon of the Chrysanthemum. We are very glad to hear that, especially when we remember that when Sir Claude was only Minister to China and passed through Singapore on his way to the siege of the Legations at Peking in 1900, the Editor of the *Singapore Free Press* endeavoured to impress Sir Claude, on the Master Attendant's Pier during an S.V.A. Ball, with the necessity of the establishment of an alliance between Japan and Britain, if the encroachments of Russia or China were to be withstood. The Minister then delivered himself of the historical reply that *He did not see any advantage in an alliance between Britain and Japan.*" Since then Sir Claude, as Minister to Japan, has had to be the mouthpiece of the very alliance that he deemed to be then altogether impracticable. The Editor is compelled to wonder how Sir Claude has managed to change his convictions of 1900. And the Editor is further tempted to wonder on which side the statesmanship lay in that particular conversation.

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## YACHTING IN THE SOLENT.

LONDON, August 7th.

The King's Cup in the Cowes races was won by the *Meteor*.

## TROUBLE IN MOROCCO.

LONDON, August 7th.

The French cruisers bombarded Casa Blanca. Hundreds of Moors were killed.

Troops have been landed.

## GOVERNORSHIP OF MALTA.

LONDON, August 7th.

Lieut. General Henry Fane Grant has been appointed Governor of Malta. He served in the Egyptian War.

## A GIGANTIC ART DEAL.

LONDON, August 7th.

Duveens bought Rodolphe Kann's pictures for £1,000,000.

## A MUNIFICENT BEQUEST.

LONDON, August 7th.

Dr. Andrew Carnegie has given £100,000 to the King's Hospital Fund.

## THE MEDITERRANEAN FORCES.

LONDON, August 7th.

The Duke of Connaught assumes the command of the British Forces in the Eastern Mediterranean.

## JAPAN IN KOREA.

TOKYO, August 7th.

There are persistent reports here that Viscount Ito is about to leave Seoul, but well informed circles consider this uncertain. It seems that the Resident-General is in disagreement with the Tokyo Government on certain questions of policy. The situation in Korea has quieted.

[REUTER'S SERVICE.]

## THE PEKING TO PARIS MOTOR RACE.

LONDON, August 5th.

Prince Borghese has arrived at Koenigsberg.

LATER.

Prince Borghese has arrived at Berlin.

## THE NAVAL REVIEW IN THE SOLENT.

LONDON, August 5th.

The naval review in the Solent was a most superb pageant. The warships were moored in seven parallel lines, at the head of one of which the *Dreadnought* was stationed. The King and Queen steamed between the lines. The King decorated the Admirals with the Victorian order, including Admiral Bosanquet with the Grand Cross, Admirals Bridgeman and Jellicoe Commanders, and others, Companions of the order.

## THE STANDARD OIL COMPANY.

LONDON, August 5th.

The Standard Oil Co., which was convicted last April of receiving rebates, has been fined $29,240,000; the legal maximum.

LATER.

The judgement against the Standard Oil Co. has made a great sensation in America, owing to the stupendous fine and the severe remarks of the Judge, likening the officials to counterfeiters and thieves, and holding out prospects of indictments for conspiracy against Mr. Rockfeller. Mr. Golfing, when he heard the judgement, was not concerned. An appeal will entail plentiful delays.

## THE TSAR AND KAISER.

LONDON, August 5th.

The Tsar and the Kaiser attended a banquet on board of the German flagship *Deutschland*, when the Tsar presented Prince Buelow with his portrait, set in brilliants. Elaborate precautions are being taken for the safety of the Tsar, who does not land.

## WEI-HAI-WEI.

LONDON, August 5th.

The *Times* correspondent in Peking strongly pleads for the retention of Wei-hai-wei.

# SUPREME COURT.

Wednesday, 7th August.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

NEW RAILWAY WORKS.

Wong Tsun Fook, trading as Wah Fung, of 25 Upper Lascar Row, contractor, claimed from Chung Kien Tong of Chinwan Village, New Territory, $834.56, money paid to the defendant on behalf of plaintiff but never handed over. Mr. Otto Kong Sing acted for the plaintiff and Mr. Jackson of Messrs. Johnston Stokes and Master, for the defendant.

The case had been partly heard. On the previous occasion Mr. Otto Kong Sing stated that the money had been paid to the defendant by the "Railway Company" at Taipo for the value of bricks sold and delivered to the company, which sum defendant had not handed over to the plaintiff.

Mr. Otto Kong Sing now stated that he had wished to call the engineer, Mr. Valpy, but as that gentleman was at Samchun and required $100 before attending in the circumstances, he could only subpœna the resident engineer, who sent his clark.

His Honour—Was he present?

Mr. Otto Kong Sing—He was not present when the money was paid but the books would show what money had been received. After hearing evidence his Honour gave judgment for plaintiff.

## AN OLD, OLD STORY.

THE CONFIDENCE MAN AND THE GULLIBLE AMAH.

Notwithstanding the many exposures of the banknote trick in Hongkong, and notwithstanding the many simple amahs who have fallen victims to the wiles of the "confidence" man, still there are others to follow in the steps of those who have proved by experience that he is not a benefactor to mankind. Like other rogues, he is anxious to make money quickly, and the ways and means by which his ends are accomplished do not bother him in the least. So that when he approaches an amah, with as little ease as she has money, shows her a roll of banknotes which he says he found, and tells her that half the amount he has shall be hers if she will consent to change them, she immediately falls into the trap. Such an event happened on Tuesday when two natives accosted an amah in Garden Road. One of them showed her what appeared to be several hundred bank notes, which he said he had picked up, and offered her half the amount if she would go to a money changer's in Queen's Road and get change. This appeared to her the chance of a lifetime, and she lost no time in offering to undertake the commission. "Very well," said the "confidence" man, "Since you are willing, come to a quiet place where I can hand over the money." The trio found such a spot in the public gardens, a parcel which was said to contain the notes was handed to the amah, and she left on her mission. "Stay", said the "confidence" man before she had gone many yards, "We don't know you, so it would be as well if you left something behind as security." The amah left bangles, earrings and other jewellery to the value of $70, and as she was starting on her errand she was advised not to open her parcel until she got in the money changer's shop. On arrival there she opened the "valuable" parcel and feasted her eyes on—not greenbacks—but blank paper. Great was her consternation, and greater her hurry to the Central Police Station, where she reported the occurrence to Inspector Warnock. Detectives were immediately put on the track, and one of the men was found on Tuesday evening on a Canton Liner Steamer. He was charged before Mr. H. H. J. Gompertz at the Police Court yesterday, admitted the theft, and was sentenced to six months' imprisonment and six hours' stocks.

## HONGKONG STEAM WATER BOAT COMPANY.

A meeting of the shareholders in the Hongkong Steam Water Boat Co. was held yesterday afternoon at the offices of Messrs Dodwell and Company. Mr. E. G. Barrett presided, and there were also present Messrs. G. C. Moxon, Duncan Clark, J. D. Auld, E. A. Hankey, V. de Marney and R. Coughtrie.

The notice convening the meeting having been read,

The CHAIRMAN said: Gentlemen,—This meeting has been convened in order to consider the accounts of the liquidation, and, if same are approved, to pass a resolution to that effect, which will conclude the winding up. The assets and liabilities have been taken over by the Union Waterboat Company for the sum of $127,500 and payment for same to be made by allotting shares to the value of $127,230 and cash $270.00 for the fractional parts of shares. Of the total capital of the Hongkong Steam Water Boat Company, comprising 15,000 shares, certificates for 14,043 have been presented and exchanged for shares in the Union Waterboat Comyany, and $225.5[illegible] has been paid in cash, leaving only 957 shares still to be dealt with. I have prepared a statement showing the result of the winding-up, which I will pass round for your inspection, but to save time, I will just run through the items. At the commencement of the liquidation on the 1st of April, there was a balance of cash in hand and at the Bank of $3,224.55.

Mr. MOXON: I beg to propose that the report and account of the liquidator which has been laid before this meeting, showing the manner in which the winding-up of the Company has been conducted and the property of the Company disposed of, be adopted, and approved.

Mr. DUNCAN CLARK seconded and the motion was carried.

This concluded the business.

## CORRESPONDENCE.

### MACAO MATTERS.

[TO THE EDITOR OF THE "DAILY PRESS."]

Hongkong, 6th August.

SIR,—Being in Macao during the recent holiday, I had the honour of interviewing the hon. the Colonial Secretary of that Colony, in which the question of taxes was fully discussed. Your Macao correspondent had very likely been misled in the representations made to you and he exaggerated matters to such an extent as to create alarm among the Macao population. I can on good authority inform you and the public in general, especially the Chinese community of Macao, that the Regulations of Taxes, lately so [illegible]ely criticised in one of your leaders, through [illegible]entation from you correspondent [illegible] were issued in 1887 yet they have [illegible] force—ex[illegible]pt a few items [illegible]or, Senhor Montenegro, [illegible]able to adopt at the minimum rate of charges. The Provincial Government has not issued any Decree for the Fazenda to put the said Regulations into operation and the present Governor, Senhor Continho d'Azevedo, whose aim is to promote the welfare of the Colony and of its inhabitants, has since been studying a better scheme for a thorough revision of taxes and other matters and to place Macao on the same footing as the South African Colony of Lourenco Marques, where they have now their own legislation framed by the Council &c. Matters have of late been greatly exaggerated and the interests of merchants will not be prejudiced in any way.

I enclose my card.—Yours &c.

AN ENQUIRER.

### "CARBOLACENE" AND THE PUBLIC HEALTH COMMISSION.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—In Paragraph No. 148 of the report of the Public Health Commission; and under the heading "Disinfecting and General Cleansing" it is stated that "it would be useless to submit any Disinfectant to Chemical Analysis if it would not mix with water," and further, that "Carbolacene" did not mix well with water and therefore stood condemned as a Disinfectant." As manufacturers of "Carbolacene" which has been supplied to the Sanitary Board through our agents, Messrs. Watkins and Company, of Hongkong, we wish to publicly declare that "Carbolacene" is perfectly soluble in water that it is a powerful Disinfectant, and whilst being a Disinfectant, is at the same time a most thorough cleansing medium. It cleans and disinfects in one operation.

The judgments of this Public Health Commission are arrived at through the representations set before them by some official. Here we have absolute misrepresentation of fact, and because of such "Carbolacene" (which has been tested and approved by such eminent scientists as Dr. Carl Enoch, Sir Chas. Cameron, Dr. Léon Bertrand, Dr. George Tate, &c.) is condemned as a Disinfectant."

By all means let Disinfectants be tested and reported on, and only those that are really effective be adopted, but to suggest that money has been wasted on "Carbolacene," and that it is not soluble in water, and therefore is "condemned," is to put it mildly—a real injustice. We have a reputation with "Carbolacene" extending over all parts of the Globe.

We shall make every effort to have these statements corrected, for such a report as that referred to is calculated to do us incalculable harm. We claim for "Carbolacene" that it effectually cleans and disinfects at the same time, and that it is perfectly soluble in water. If it does this, why has it been condemned?

W. & F. WALKER, LIMITED,
per G. A. Watkins.

Colonial House, Liverpool.

## AMERICA AND THE PHILIPPINES.

Democracy is keen on liberty—theoretically American democracy says the Filipinos ought to be free to vote—so long as they vote right. So we gather from the following despatch in the Manila *Cablenews*:—

Washington, August 1.—The results of the election for delegates to the first Philippine Assembly has created consternation in the United States. Many newspapers comment on the subject and point out the ignorance of the Filipinos as shown by their choice of legislators.

The Washington Post says the election shows the necessity of radical changes in the government here, and the ruling of the natives by better methods, and ones calculated to produce different results than those obtained in the election.

A number of eminent Congressmen throughout the country have been interviewed on the subject and state their belief that recommendations will be made to the next Congress for a change in the status of the islands.

The election of Gomez especially has embittered some of the best friends of the Filipinos. His character is wellknown throughout the United States and the fact that Manila, the leading city of the archipelago, chose him for its representative, has estranged many who have been the strongest supporters of anti-imperialism.

It is believed that Gomez will not be permitted to take his seat under any conditions if elected to Congress. If the higher court does not find him guilty it is likely that the government will impeach him as unfit to sit in Manila.

A number of newspapers in the country in editorials state that a fatal mistake was made in the election of Gomez, and that the incapacity of the Filipinos for self government is exibited strikingly in their selection of a man of his character.

The Washington authorities are dreadfully disappointed in the outcome of the election. While Secretary of War Taft refuses to be quoted on the matter, it is known that among his friends he deplores the putting in office of men of the type elected.

The cause of self government has lost tremendously by the election.

## SHOCKING DISCOVERY IN HARBOUR.

### MURDERED WOMAN SHIPPED AS LUGGAGE.

We are informed that a large trunk was sent on board the C.P.R., s.s. *Monteagle* on Saturday, by sampan. It was put in a cabin, apparently according to instructions; and some time afterwards attention and suspicion was drawn to it by its very unpleasant odour.

Yesterday the Chief Officer opened the trunk, and discovered the corpse of a European woman, whose throat had been cut. The police were informed, and at seven o'clock the body was removed by Sanitary Board coolies.

## GARDEN PARTY AT MOUNTAIN LODGE.

Blue skies and brilliant sunshine, the heat tempered by cool breezes, made the lawns of Mountain Lodge a very pleasant rendezvous yesterday afternoon. Apparently Sir Frederick and Lady Lugard's guests were entirely of this opinion, for the gay crowd that had wended its way up the steep slope on foot and in chairs, from 4 o'clock until six, seemed in no hurry to take its departure, but lingered chatting in groups and over the tea tables in a very pleasant and informal fashion.

At the foot of the slope leading to the smaller lawn the Governor and Lady Lugard, with Captain Taylor and Miss Brackenbury in attendance, received their guests, Lady Lugard wearing a gown of white silk, embroidered with gold, and a large picture hat trimmed with white ostrich feathers, while His Excellency was attired in grey frock coat and hat.

The presentation of the visitors was made by the A.D.C., Captain Taylor, and the ceremony of introduction being over the guests passed on to the lawns. Here a brilliant scene was presented. The light dresses of the ladies—and white was the prevailing colour—made bright spots against the background of velvet lawns and rugged hillside, while an occasional uniform, gorgeous with gold lace and many orders, caught the sunlight. Tea tables, dotted about the grounds, were well patronised, while scarlet gipsy tents had been erected that the mere man might find refreshment after the hot climb, for alas! the supply of chairs at the Peak Tramway Station was speedily exhausted and most of the members of the sterner sex had to walk the steep road to Mountain Lodge. During the afternoon the Band of the 3rd Middlesex Regiment played selections and the breeze caught the sounds carrying them away over the hills.

The grounds of Mount Lodge lend themselves peculiarly to picturesque effects, and certainly yesterday afternoon's function proved no exception to this rule. Was it because of the charming welcome of Lady Lugard or was it the contrast with last week's inclement weather that the grass seemed greener and the sea and sky more blue than usual? At any rate an air of unwonted informality and sociability distinguished yesterday's proceedings.

About six o'clock the incoming stream ceased and the Governor and Lady Lugard were able to mingle with their guests until the lengthening of the shadows told that the sun was declining, and the stream of chairs and pedestrians passed down the hill and through the gates. The lawns were once more deserted except for the jackdaw who returned to his haunt, whence he had been driven in alarm at the first sign of such unusual happenings.

*Contributed.*

## WATER POLO.

### HONGKONG SHIELD COMPETITION.

The R.H.K. Yacht Club beat the Royal Engineers by six goals to nothing, although the R.E. played an excellent game.

The V.R.C. "A" team beat the same club's "B" team by five to none. The teams were —"A" F. M. Rosa Pereira (goal), H. A. Lammert, A. F. Alves, A. H. Carroll, A. V. Barros, L. E. Lammert, and P. M. Remedios "B"—C. Rodriguez (goal), A. J. V. Ribeiro, J. W. Lains, L. le Breton, E. da Roza, J. Lopez and A. R. Ellis. The defeat of "B" was certainly not due to Rodriguez, who played a splendid game.

On Friday next, the 87th Coy. R.G.A. with play the Corinthian Yacht Club. A good match is anticipated.

## UNITED STATES AND GERMANY.

### NEW YORK IMAGINATIONS.

Under the heading "Reported Overtures from the German Emperor" the New York *Sun* discusses a subject which is now occupying much space in the newspapers and receiving the attention of public men, namely, the assistance alleged to have been offered to the United States by the German Emperor in the event of a conflict in the Far East.

Referring to the reports that the Emperor believes the time propitious for effecting a cordial understanding with the United States, and that overtures to that end have been made to the Washington Government, the *Sun* says that it does not understand that Germany proposes a formal Treaty similar to that by which Great Britain and Japan guarantee their respective possessions in the Far East, but that her object is to convince the American people that, while Great Britain showed herself indifferent at least to American interests in concluding a Treaty with Japan, Germany will not only refrain from pursuing a similar course, but would willingly give the United States any assistance it might desire in the event of a war in the Pacific, which might threaten American territories there.

## CROWN AGENTS AGAIN!

The *Times of Malaya* has another lively fling at the Crown Agents system, and produces further evidence of the delay and trouble it involves in matters of the simplest departmental supply. It says:—

Some little time ago we called attention in our columns to the disgraceful state of the uniforms of the telegraph boys, who should have been supplied with new uniforms in January, but have not yet received them though more than half the year has gone by. We find, moreover, that the minor officials of the Forest Department, and doubtless many other luckless Government servants, are in like case. On searching for a reason for this disgraceful state of affairs we discovered that it is one more to be added to the long list of grievances against that egregious anachronism, the Crown Agents. Before the promulgation of that ill-advised order compelling the responsible officials of the Straits and F. M. S. to buy all stores through the Crown Agents, the Master Tailor at Taiping was in the habit of buying the necessary khaki cloth on credit from Singapore or Penang firms, and paying for it when he obtained his vote. In this way he was able to furnish the uniforms at the proper time, made of the best material, and at a reasonable cost. Yet the powers-that-be could not let well alone, but compelled him to indent upon the Crown Agents for the requisite materials. Now we see the result in uniforms in a disgraceful state of disrepair, and, what is far worse, dissatisfaction on the part of the men who should have received them seven months ago, but did not.

In the able and comprehensive Report of our Resident, which reviews the affairs of Perak in general, and Ipoh in particular, for the year 1906, we find a paragraph dealing with a local matter, namely, the Septic Tank, in which the baleful influence of the Crown Agents is again apparent to the seeing eye. The Report states: "It has been proved to be too small for the sewage of Ipoh, and a system of filtration is a pressing necessity. . . . . These mistakes create an exasperating delay, for everything has to be procured from home, and sometimes it arrives broken or incomplete." To this might have been added, with perfect truth, that sometimes altogether the wrong material is sent. Recently, again, many would-be users of the telephone in Kinta have been unable to obtain the instruments, as the Crown Agents had not seen fit to supply the new ones indented for many months before. But such instances may be multiplied by the score. Some time ago the writer had a conversation with a member of the Perak Service, whose department required large quantities of iron sundries such as could be supplied, and used to be supplied, by firms in the S. S. or F. M. S. "Formerly," he said, "if anything was wanted in a hurry—and such cases must occur—I could get it from Ipoh or or Penang in a couple of days, or, failing that, from Singapore in about a week. If a mistake occurred in executing the order, the error could be rectified in an equal time. Now I must indent upon the Crown Agents, who may keep me waiting for anything up to fifteen months; and then, if a mistake has been made, where am I? Besides, the local firms can supply me as cheaply, or even more cheaply, than the Crown Agents." Comment would be superfluous.

Is is not iniquitous that F.M.S. and S.S. firms, who are assisting in the development of the country's prosperity, should be passed over in favour of the Crown Agents, on whose behalf not one single thing can be said in the cases quoted above? We have spoken of this precious Department as an anachronism: it is worse, it is a disgrace to the country which continues it in being. This is the Department which recently refused to lay a statement of accounts before Parliament, and from facts relating to their curious "business" methods (save the mark!) known personally to the writer, it is not to be wondered at that they do not care to have their transactions laid upon to the light of day. It is rotten with nepotism, it apparently exists for the sole purpose of providing fat sinecures for the shiftless relatives of those in high places. It is provided with an army of Inspectors, Deputy Inspectors, Assistant Inspectors, Deputy-Assistant Inspectors, Sub-Inspectors and so on, through all the grades and sub divisions of the office which can possibly be invented. In many instances—and this is a fact which cannot be controverted—this "inspection" consists of the mere signing of the papers relating to the goods, while the hard-worked gentleman who signs the papers declaring that he has inspected and passed the stuff has not so much as given it a casual glance. But the charge for this inspection is added to the cost of the goods.

Many of our readers will recollect the attack launched at the Crown Agents by Lord Portsmouth in the Upper House, in connection with the disgraceful jobbery of the Gold Coast Government Railway, when, with a fine scorn of consequences, he characterised the whole business as a "family party" and boldly gave the names of those chiefly involved. But they refused to be drawn. No libel actions followed, the Crown Agents, like Brer Rabbit, "lay low and said nuffin'," preferring to let the statements go unchallenged rather than risk publicity, which they dared not face.

Doubtless there was a day when this Department was a necessity to us as to all Crown Colonies, but that day has long gone by. Singapore, Penang, Ipoh and Kuala Lumpur possess firms of repute who can supply everything that is required; who can supply it, far more rapidly, more satisfactorily, and at a cheaper rate, than the Crown Agents: yet these like Lazarus, must be content with the crumbs that fall from the table of Dives, the insignificant crumbs which the over-fed Crown Agents cannot take the trouble to swallow. How much longer are our merchants to suffer under this iniquitous and antiquated system? Surely they deserve something better than their present treatment! But not only do our merchants suffer—the whole community suffers with them: the system which compels us to buy in the dearest market, and under all sorts of additional drawbacks, amounts to taxing the country in order to support a Department that is not only useless but highly detrimental to a country which is out of leading strings. Must a man be compelled, for the terms of his natural life, to pay a salary to the hireling that tended him in his babyhood? We trow not. It should be the duty of all who have a voice in the government of Malaya, from Penang to Singapore, never to rest until this galling abuse is swept out of existence and relegated to 'the limbo of things forgotten'. Delenda est Carthago!

---

The Liverpool magistrates granted orders for the commitment of five Chinese laundrymen for non-payment of poor rates. It was stated that a distraint had been issued, but on visiting the premises there were no goods to levy upon. It was also said there was a combination among Chinese in the city to resist the payment of rates, as they claim they get no benefit, preferring to support their own poor rather than allow them to enter English workhouses.

## FUNNELS AND FLAGS.

### N. D. L. STEAMERS.

From year to year the freight and passenger traffic on the Imperial German Mail boat (Norddeutscher Lloyd) has shown a considerable increase, which is mainly due to the constant efforts of the Company to improve the service to the Far East by running modern steamers, all up-to date and by which the travelling public enjoy the highest comfort combined with safety. The special interest the Norddeutscher Lloyd has evinced for their Line to the East can be gathered from their latest Sailing Lists. Here we see that the ships of the "Feldherrn" class, such as the "Gneisenau," "Scharnhorst" etc, which so far gave every satisfaction, have now been replaced by the new Boats "Bülow" "Goeben" "Kleist" and "York," which have many improvements founded on past experiences. These new boats of 9,900 tons register exceed the older ones by about 1000 tons and the berthing arrangements are greatly improved thereby. The space between decks being higher has enabled the builders to make the cabins, dining and drawing rooms much loftier a great boon to the public travelling in the Tropics. In every respect they approach the "Prinz Eitel Friedrich" and "Prinz Ludwig," boats which are such favorites. Special features are the arrangements in the second class, all cabins are large and bright. The poop is considerably longer and consequently there is available for second class passengers a larger promenade deck than is usually the case. These new steamers of the "Feldherrn" class together with the tried boats "Prinz Heinrich", "Prinz Regent Luitpold", "Prinz Eitel Friedrich," "Prinz Ludwig" and especially "Prinzess Alice" make up a very fine fleet, worthy of the Norddeutscher Lloyd, who from the very start have always made every effort for the care and comfort of the passengers travelling in the Far East.

### SHIPOWNERS PROFITS.

Half-yearly reviews of the shipping business take note, quite properly, of the fact that shipowners are about the only people who are not making money out of the improvement in oversea trade. There are various causes for this. One is that in the last two years there has been much overbuilding. To cap this came the new loading regulations, adding, at the stroke of the pen, so many hundred thousand tons to the cargo-carrying capacity of British shipping. Another contributing cause is alleged to be the lack of cohesion among shipowners. They cut and they undercut, and then grumble at the lack of profits. Nevertheless, there are bright spots. "Fortunately," say Messrs. H. E. Moss and Co., in their review, "the large British and Continental passenger and cargo lines, notably those engaged in the American and Pacific trades, have proved the exception, and their resources have been taxed to the utmost to cop with their ever-increasing business, as their last balance sheets show." Tramp steamers—the boats which go anywhere and carry anything—are by no means so fortunate. With certain limited exceptions, the outlook for this class of ship shows little or no improvement, and low freights are accompanied by a serious increase in working expenses. Coal is very dear, the new Merchant Shipping Act involves additional outlay in stores, and the Compensation Act is one more burden on the back. All these circumstances, together with the increasing cost of labour, tell unfavourably. Besides, there is the ever-increasing competition of the liner.

### WORKMEN'S COMPENSATION ACT.

There is considerable diversity of opinion as to what the inclusion of seamen in the Workmen's Compensation Act will cost shipowners. The truth is that nobody can tell with any approach to precision until the measure has been in operation for some considerable time. It is generally assumed, however, that the expense entailed will be considerably less than was at one time anticipated. The risk will obviously be the greater in the case of sailing ships, and there may be an inducement to man these by foreigners to an even greater extent than at present, on the off-chance that such men may have no dependents. The least risk will obtain in the first-class liners, for there, although the hands will probably be Englishmen with families, the chances of disaster are comparatively remote. If catastrophe does come, however, the compensation payments will be heavy. Looking at it all round, the effect of the new legislation may be to deal the death-blow at the long-voyage sailing ship under the British flag. Its numbers were already fast diminishing every year. That malingering on the part of the seaman may be encouraged by the Workmen's Compensation Act is quite a possibility. Apropos of remedies a shipowner has been giving his experience for the benefit of his fellows. He says that, other resources having failed, a conference was held in the cabin adjoining that of the malingerer, and it was determined, in eloquent tones, by way of last resort, to amputate a particular limb at a particular hour. The patient, as was intended, overheard the conversation, and at the appointed hour was found in the foretop with four pairs of trousers on, and a belaying-pin in his hand. This can scarcely be called a cure by hypnotic suggestion, but it was at least as effective.

### DIRECT TEA SAILING.

Are we to witness a revival, in modern form, of the old time races between China tea-shippers? The P. and O. Company are, for the first time for many years, sending a ship direct from Hankow to London, with a cargo largely consisting of choice China teas, to meet the growing demand in this country.

### HOLIDAY TRAFFIC.

The Austrian-Lloyd, of Trieste, have issued an illustrated handbook respecting their pleasure cruises for the half-year. The Thalia, a steam yacht of 3,515 tons register, is told off for Scandinavian waters, her first departure being from Bremerhaven and her second from Kiel. Then she turns southward, as the Norway season closes, and there is a trip from Bremerhaven to Trieste. For the rest of the year the boat is running from Trieste to various beauty spots in Southern Europe and Northern Africa, and a feature is made of a trip which enables Christmas to be spent at sea.

### INSURING BIG STEAMERS.

The *Times* correspondent on the London Marine Insurance market says:—When steamers of the size and power of the two Cunarders Mauretania and Lusitania are put into the water they raise many more problems and difficulties than those which are anticipated. They are so big that very few ports or docks can take them, and they are so valuable that insurance market can with difficulty insure them. Whether they will ever be fully insured may be doubted, but that this market and other markets will be very full of them is certain. On may, perhaps, express sympathy with the brokers who had the unprecedented task of placing such insurances. The Lusitania, which is to go on her trials and then proceed to the Mersey to be delivered, is covered under builders' insurances for one and a half million; the original builders' insurances on the tow boats were one and a quarter million each. The value of the two boats for the purposes of the owners' time

(Continued on page 5.)



## MARK TWAIN'S CONFESSION.

Americans in London gathered together in large numbers under the auspices of the American Society on July 4th at the Hotel Cecil for the annual celebration of Independence Day. The Chair was occupied by Mr. R. Newton Crane, who was supported amongst others by the American Ambassador, Mark Twain, Sir Robert B. Finlay, Mr. Justice Oliver Wendell Holmes, Lord Justice Kennedy, Field Marshal Sir Evelyn Wood, and Sir Hiram S. Maxim.

After the toasts of the King and the President of the United States, the American Ambassador, replying to the toast of his health, and in proposing "The Day we celebrate," expressed the opinion that in the phrase of Mr. John Hay, a predecessor of his, "the modest, shy, retiring violet" was becoming more and more their national emblem. There was a time when they used to brag, but they did not need to now. (Laughter and cheers.)

Mark Twain supported the toast in a humorous speech, beginning with a reference to the stolen Ascot Cup. He said he had tried to convince people that he did not take the cup, but had failed, so he might as well confess that he did take it, and be done with it. (Laughter.) Nor did he think it fair when England had been trying to take a cup of theirs for forty years, to make so much trouble when he tried to go into the business. (Laughter.)

Continuing, Mark Twain said: Our Ambassador has spoken of the fourth of July, and the noise it makes. We have a double fourth of July in America. We honour it all through the daylight hours, and when the night comes we dishonour it. (Laughter.) Just at this hour the pandemonium would be about to begin. More than the noise there would be people crippled and killed all through the permission which we give to irresponsible boys to play with fire-arms and fire crackers. Really we destroy more property on the night of the fourth of July than the whole of the United States was worth 125 years ago, and to thousands it is turned into a day of mourning.

I have suffered in that way myself. I had an uncle in Chicago—as good an uncle as ever I had, and I have had a lot of them. (Laughter.) He opened his mouth to express his patriotism, and a rocket went down his throat. (Laughter.) And before that man could ask for a drink of water to quench the thing it had scattered him all over the forty-five states. (Laughter.) Really this is true. (Renewed laughter.) Twenty-four hours after that it was a sort of raining buttons on the Atlantic seaboard. A man cannot have a disease like that and be entirely cheerful during the rest of his life. (Laughter.) These things grieve me, but don't let them make you sad. (Laughter.)

Our Fourth of July which we love so much, is an English institution, not an American one, for the declaration of independence was written by an English subject. Every name signed on it was the name of a British subject, and there was not an American in America except the Indians out on the plains. Americans did not begin until seven years later. We have one Fourth of July which is absolutely our own, and that is the proclamation issued forty years ago by Abraham Lincoln. (Cheers.) Lest we forget, let us always call to mind that we owe these things to England. And let us be able to say to Old England—the grey-haired, venerable old mother of ours—you gave us our Fourth of July and you gave us our declaration of independence, which is the charter of our rights. You, the venerable mother of liberties, the protector of Anglo-Saxon freedom—you gave us these things, and we do most earnestly thank you for them. (Cheers.)

## CIVILIZATION'S DEGENERATES.

"The average mental capacity of Englishmen is on the wane," Sir James Barr, president of the Liverpool University, declared in his presidential address at the Public Health Congress at Douglas, Isle of Man, last month.

One of the largest hatmakers in the United Kingdom told m that in the last half-century the average size of hats has diminished a full size.

"An average diminution of three inches in the national brain-box is a fact to give us pause.

"It is not enough," he continued, "to show the public how to get well, we must teach them how to keep well. Undoubtedly the nation with the finest physique will win in the end. Why, then, have we not some system of artificial selection?

"Miserable little specimens of humanity dilate on the physical value of total abstinence, and when we have heard them, our first and last impression has been that it was a pity they were not still-born. If our race were physically improved, we should refuse to take pigmies for our preceptors.

"To my mind, the muscular Christian is a man to be admired, and a type which we should aim at preserving and perpetuating.

"The health of a nation is its most valuable asset, and I should like to see every Britisher between twenty and sixty able to handle a rifle and bayonet in defence of the country, if need be. I would encourage the military spirit as a means of developing the physical and moral grit of the nation

"To provide a nation of strong men and women sanitarians had done little; politicians nothing. Three years ago an interdepartmental committee on physical deterioration made certain recommendations for improving the race, but they have not received the slightest attention from a beneficent Government. Instead we are favoured with the prospect of old age pensions. If there are twenty or thirty millions to spend, let them save it for mothers and children, whose lives and health are the valuable assets of the nation.

"There is no reason why sickness and death among children should not be reduced by more than 50 per cent. if parents and the State would only take more interest in their health. If we had less cant and hypocrisy about 'the Lord giveth and the Lord taketh away,' and a little more genuine Christianity it would be better for society."

## THE FLEETS OF THE WORLD.

### INTERESTING ADMIRALTY RETURN.

A mass of important information is contained in a return just issued by the Admiralty in reference to the constitution of the fleets of the great Powers—Great Britain, France, Russia, Germany, Italy, United States, and Japan—on March 31 last. The return, which appears in the form of a Parliamentary White Paper, shows the battleships, cruisers, coast defence vessels, torpedo vessels, torpedo-boat destroyers, torpedo-boats, and sub-marines built and building. Taking the various classes in the order in which they appear, the following facts are indicated:—

| | Built. | Building. |
|---|---|---|
| **BATTLESHIPS.** | | |
| Great Britain | 60 | 5 |
| France | 31 | 10 |
| Russia | 10 | 4 |
| Germany | 32 | 3 |
| Italy | 15 | 5 |
| United States | 23 | 7 |
| Japan | 15 | 2 |
| **CRUISERS ARMOURED.** | | |
| Great Britain | 31 | 8 |
| France | 18 | 5 |
| Russia | 3 | 4 |
| Germany | 6 | 4 |
| Italy | 6 | 4 |
| United States | 12 | 3 |
| Japan | 10 | 2 |
| **CRUISERS PROTECTED, FIRST CLASS.** | | |
| Great Britain | 21 | — |
| France | 7 | — |
| Russia | 7 | — |
| Germany | — | — |
| Italy | — | — |
| United States | 3 | — |
| Japan | 2 | — |
| **CRUISERS PROTECTED, SECOND CLASS.** | | |
| Great Britain | 45 | — |
| France | 12 | — |
| Russia | 2 | — |
| Germany | 16 | 3 |
| Italy | 4 | — |
| United States | 16 | — |
| Japan | 11 | 1 |
| **CRUISERS PROTECTED, THIRD CLASS.** | | |
| Great Britain | 16 | — |
| France | 16 | — |
| Russia | 1 | — |
| Germany | 13 | — |
| Italy | 13 | — |
| United States | 2 | — |
| Japan | 6 | — |
| **CRUISERS, UNPROTECTED.** | | |
| Great Britain | — | — |
| France | 1 | — |
| Russia | 2 | — |
| Germany | 15 | — |
| Italy | — | — |
| United States | 5 | — |
| Japan | 5 | 2 |
| **COAST DEFENCE VESSELS, ARMOURED.** | | |
| Great Britain | — | — |
| France | 8 | — |
| Russia | 2 | — |
| Germany | 11 | — |
| Italy | — | — |
| United States | 11 | — |
| Japan | 1 | — |
| **SCOUTS.** | | |
| Great Britain | 8 | — |
| France | — | — |
| Russia | — | — |
| Germany | — | — |
| Italy | — | — |
| United States | — | — |
| Japan | — | — |
| **TORPEDO VESSELS.** | | |
| Great Britain | 20 | — |
| France | 14 | — |
| Russia | 7 | — |
| Germany | 1 | — |
| Italy | 9 | — |
| United States | 2 | — |
| Japan | 1 | — |
| **TORPEDO-BOAT DESTROYERS.** | | |
| Great Britain | 143 | 6 |
| France | 34 | 31 |
| Russia | 85 | 12 |
| Germany | 47 | 26 |
| Italy | 17 | — |
| United States | 30 | — |
| Japan | 56 | — |
| **TORPEDO-BOATS.** | | |
| Great Britain | 89 | 17 |
| France | 260 | 19 |
| Russia | 162 | — |
| Germany | 84 | — |
| Italy | 168 | 5 |
| United States | 58 | — |
| Japan | 79 | — |
| **SUBMARINES.** | | |
| Great Britain | 37 | 11 |
| France | 40 | 59 |
| Russia | 20 | 8 |
| Germany | 1 | 2 |
| Italy | 4 | 2 |
| United States | 2 | 7 |
| Japan | 7 | — |

The return also shows the date of launch, displacement, horse-power, and armaments reduced to the common scale.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Awa Maru* (European Line) left Singapore for this port on the 6th instant, and is expected here on the 11th instant.

The C.P.R. str. *Empress of China* left Vancouver a.m. on Tuesday the 6th instant for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of India* arrived Kobe at 7 p.m. on Tuesday the 6th instant, and left again at 9 p.m. same day for Yokohama where she is due to arrive at 7 p.m. to-day.

The T.K.K. str. *Nippon Maru* arrived in San Francisco on the 5th instant.

*NOTICE.*

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed* DAILY PRESS *only, and special business matters* THE MANAGER.

*Orders for extra copies of* DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.*

*Telegraphic Address:* PRESS. *Codes: A.B.C., 5th Ed. Lieber's.*
*P.O. Box, 33. Telephone No. 12.*

# NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING of Members interested in SUBSCRIPTION GRIFFINS for the next RACE MEETING will be held at the Office of the Jockey Club (Hongkong annexe) on SATURDAY, 10th instant, at NOON.
Hongkong, 8th August, 1907. 1315

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"MARMORA"
Captain G. H. C. Weston, R.N.R., will leave for Shanghai, TO-DAY, the 8th inst., at 4 P.M.
For Freight or Passage, apply to
A. HEWETT,
Superintendent.
Hongkong, 8th August, 1907. 1

ALTERATION.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 9th inst., at 2 P.M.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 8th August, 1907. 1312

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"JAPAN,"
Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 13th inst., at 3 P.M.
This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.
Hongkong, 8th August 1907 1313

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND TASMANIA, &c.

THE Steamship
"EASTERN,"
Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
*N.B.*—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Agents.
Hongkong, 7th August, 1907. 1314

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MARMORA,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "India" & "Persia."
From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 14th August, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 7th August, 1907. 1

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.
A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1265

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.
J. W. OSBORNE.
Hongkong, 15th July, 1907. 1181

# INTIMATIONS

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on application.
Hongkong, 26th July, 1907. 1258

NOTICE TO MARINERS.
No. 301 (Special).
CHINA SEA.
SHANGHAI DISTRICT.
ENTRANCE TO THE WHANGPU RIVER.
ESTABLISHMENT OF WOOSUNG SPIT GAS-LIGHTED BUOY.

NOTICE IS HEREBY GIVEN, that the WOOSUNG SPIT unlighted buoy will be discontinued on or about the 15th August and that a GAS-LIGHTED BUOY, surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red light every 8 seconds, thus:
4 Seconds Light;
4 Seconds Eclipse;
will be moored 1 cable S. 27° E. from the present position of the unlighted buoy.
The Gas-buoy will mark the spit as well as the end of the jetty under course of construction by the Whangpu Conservancy. The Light-boat now marking the jetty (see Harbour Notification No. 12 of 1906), will be discontinued.
T. J. ELDRIDGE,
Acting Coast Inspector.
Coast Inspector's Office.
Shanghai, 27th July, 1907. 1301

# PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 22nd July, 1907. 1235

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4,250, dated Hongkong 9th July, 1902 for Ten Shares of this Bank numbered 14,823 to 14,832 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4,250 will be thereafter treated by this Corporation as Null and Void.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th July, 1907. 1210

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1907, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1907.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1907. 1286

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY, the 6th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1907. 1287

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd August, 1207. 1292

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 30th July, 1907. 1276

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that Interest at the rate of 12 per cent. per annum, is payable on overdue calls.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd August, 1907. 1290

# WANTED

WANTED.

A STENOGRAPHER for Shipping Office at once:—Knowledge of General Office Work required.
Apply in writing to "QUICK,"
Care of "Daily Press" Office.
Hongkong, 7th August, 1907. 1311

WANTED.

COMPETENT BOOK-KEEPER and General Office Assistant.
Apply "H.,"
Care of "Daily Press" Office.
Hongkong, 1st August, 1907 1283

# AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW (FRIDAY),
and
SATURDAY,
the 9th and 10th August, 1907, commencing, Each Day at 2.30 P.M., at the "HOTEL BALTIMORE," Wyndham Street,—
FOR ACCOUNT OF THE CONCERNED,
THE WHOLE OF THE
VALUABLE FURNITURE
THEREIN CONTAINED,—
Comprising:—
Very Finely CARVED TEAK SIDEBOARD with BEVELLED MIRRORS, DINNER WAGGONS, LEATHER COVERED DINING CHAIRS, ELECTRO PLATE AND GLASSWARE, SINGLE & DOUBLE BRASS-MOUNTED BEDSTEADS, FINE TEAK WARDROBES with Bevelled Mirrors, DRESSING TABLES with Bevelled Mirrors, MARBLE-TOP WASHSTAND, TOILET SETS, LACE CURTAINS, LEATHER COVERED SUITES, CARPETS, RUGS, &c. &c.
Some Finely CARVED CANTON BLACKWOODWARE, JAPANESE SILK & EMBROIDERED SCREENS and WALL HANGINGS, and CABINETS.
One COTTAGE PIANO by Challen & Son.
One " " by Neumeyer & Co.
TERMS:—As Usual.
Catalogues will be issued.
On view from THURSDAY the 8th August, 1907.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 3rd August, 1907. 1300

PRELIMINARY ANNOUNCEMENT.

By Order of the Executors of the late EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserves.
Offering Good Investments in a Good Locality.

PUBLIC AUCTION
OF
A Large and Valuable LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong and being parts of Inland Lots 679 and 747 whereon are situate the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD STREET;
AND
Nos. 1, 2, 3, 4, 5, 6, 7, and 8, FUK SAU LANE; to be sold by
PUBLIC AUCTION,
in 6 lots or otherwise, as the Auctioneer shall declare, on
MONDAY,
the 19th day of August, 1907, at 3 o'clock P.M. at his Sales Rooms, in Duddell Street
by
Mr. GEO. P. LAMMERT, Auctioneer.
A Sale Plan may be seen at the Office of the Vendor's Solicitors.
Further and fuller Particulars will be advertised shortly and may be obtained from the Auctioneer or from
Messrs. JOHNSON STOKES & MASTER,
8, Des Vœux Road Central,
Vendor's Solicitors.
Hongkong, 31st July, 1907. 1281

# FOR SALE

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.
For further particulars, apply to
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF
USED POSTAGE STAMPS
IN PACKETS.

| ASIATIC STAMPS. | | MIXED STAMPS. | |
|---|---|---|---|
| 100 for | $0.80 | 500 for | $ 3.00 |
| 150 " | 1.75 | 1000 " | 10.00 |
| 200 " | 3.50 | 1500 " | 25.00 |
| 250 " | 5.75 | 2000 " | 35.00 |
| 275 " | 9.00 | 3000 " | 95.00 |

Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.
1145 GRACA & CO., Hongkong Hotel Corridor.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1907. With INDEX. Price $7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th July, 1907.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR
日歷英中年十五
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.
PRICE $2 CASH.
On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.
Hongkong, 3rd October, 1906. 1841

# TO LET

TO LET.

NOS. 2 and 5, ORMSBY TERRACE, Kowloon.
No. 4, SEYMOUR ROAD, Hongkong. Cheap rent.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 1st August, 1907. 1114

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.
"CHERUB VILLE." A fine Bungalow. Near Observatory Villas. Cheap Rental.
Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 860

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & CO., LTD.
Hongkong, 24th June, 1907. 1104

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—
IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.
Apply to— "K."
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.
Apply to—
ARRATOON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 23 Rooms. This property would be divided into two or more houses to suit tenants.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).
OFFICES in Queen's Road Central.
BELILIOS TERRACE HOUSES, ROBINSON ROAD.
No. 4, ALBANY.
No. 8, BELILIOS TERRACE, Corner House, 1st Row.
No. 6, CAMERON VILLAS (PEAK), Furnished. Cheap rent. For September and October.
No. 6, DES VŒUX VILLAS (PEAK).
No. 1 and 2, BEACONSFIELD ARCADE.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 22nd July, 1907. 1102

TO BE LET.

SHAMEEN—CANTON, No. 24.
From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.
Apply to— JEBSEN & CO.
Hongkong, 10th July, 1907. 1197

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st August, 1907. 1192

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 1800

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1907. 193

TO LET.

"BERIL" No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.
Apply to—
H. M. H. NEMAZEE.
Hongkong, 29th May, 1907. 922

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & Co.
Hongkong 23rd April, 1907 795

TO LET.

TWO ROOMS in HOTEL MANSIONS with Bathroom. Suitable for Offices or Chambers.
Immediate Possession.
Apply to— HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 31st July, 1907. 1159

TO LET.

"HATHERLEIGH", CONDUIT ROAD.
No. 1, RIPON TERRACE, BONHAM ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1907. 1160

# TO LET

TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession.
Apply to— THE COMPRADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenealy". Can have the use of a Kitchen, can be rented singly or the whole.
GROUND FLOOR of No. 4, Des Vœux Road including a Strong Room and servants' quarter.
ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.
Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 24th May, 1907. 821

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, Zetland Street.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 11th July, 1907. 94

TO LET.

"STONEHEVED" 35, Robinson Road.
No. 52, CAINE ROAD.
Nos. 27, 29, 31 and 33; SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 22nd July, 1907. 1103

TO LET.

LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1907. 809

TO LET
IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 100, Praya East.
Apply to— CHATER & MODY,
Victoria Buildings.
Hongkong, 20th June, 1907. 1089

TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.
Apply to—
MESSRS. JARDINE, MATHESON & Co., LTD.
Hongkong, 1st July, 1907. 1151

SHAMEEN—CANTON.

TO LET in SUN LIFE BUILDING, French Concession, Large, Well-lit Offices. Godowns also, if required.
Apply to—
POWEL GRANT.
Hongkong, 13th July, 1907. 1209

TO LET.

SHOPS and FLATS in Des Vœux Road Central.
No. 6, CAMERON TERRACE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Hongkong, 15th July, 1907. 1155

TO LET.

3 STORIED GODOWN No. 127, Wanchai Road.
Apply to—
REUTER, BROECKELMANN & CO.,
Prince's Building.
Hongkong, 27th June, 1907. 1126

# BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen.")
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 604

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

STORAGE.
FOR COAL, TIMBER, &C.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1906. 106

# INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1905
£17,837,119.

| | | |
|---|---|---|
| I. | AUTHORISED CAPITAL... | £3,000,000 |
| | SUBSCRIBED CAPITAL.... | 2,750,000 |
| | PAID-UP CAPITAL..... | 687,500 |
| II. | FIRE FUNDS..... | 3,386,7[illegible] |

The Undersigned, AGENTS [illegible] Company, are prepa[illegible] against FIRE at Current Ra[illegible]
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. 29

# HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 8A, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.
Good Panorama Views of Hongkong, recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 8A, Queen's Road Central (First-floor).

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 505

SIEN TING.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 461

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bores and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 771

A LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 778-1280

ON SLAE.

A TABLE OF THE
RATES OF EXCHANGE AT HONGKONG
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years FROM 1874 TO 1906.
Price: $2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £800,000
Shortly to be increased to £1,200,000
RESERVE FUND ..... £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS ..... £800,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent
for 6 " 3½ "
for 3 " 2½ "

JOHN ARMSTRONG.
Manager.

Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... ... £1,500,000
SUBSCRIBED ... ... ... ... 1,125,000
PAID-UP ... ... ... ... 562,000
RESERVE FUND ... ... ... 170,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.
ON FIXED DEPOSITS:
For 12 months .... ... ... 4 per cent.
For 6 " ... ... ... 3½ per cent.
For 3 " ... ... ... 2½ per cent.

EVAN ORMISTON,
Manager.

Hongkong, 30th April, 1907 24

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 11,550,000
BRANCHES AND AGENCIES.

| | | |
|---|---|---|
| Tokyo | Kobe | Osaka |
| Nagasaki | London | Lyons |
| New York | San Francisco | Honolulu |
| Bombay | Shanghai | Haukow |
| Chefoo | Tientsin | Peking |
| Newchwang | Dalny | Port Arthur |
| Antung | Liaoyang | Mukden |
| Tieling | Chang Chun | |

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. 500

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND ... FL. 5,000,000 (£417,000)

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY BATAVIA.
Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoerosan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
" do. 6 do. 4% do.
" do. 3 do. 3½% do.

J. L. VAN HOUTEN Agent.

Hongkong, 8th June, 1907 26

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
} Berlin.
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & SOEHNE
JACOB S. H. STERN
} Frankfurt a/M.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S BANK LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 7th January, 1907. 25

## BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (£176,048.

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.
BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.
CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi Djeddah, Bangkok, Saigon, Shanghai

BANKERS:
London: THE WILLIAMS DEACONS BANK. SWISS BANKVEREIN.
Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.
INTEREST ALLOWED.
On Current-Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Deposits: 12 months 4% per annum.
do. 6 do. 3½% do.
do. 3 do. 3% do.

J. BOETJE, Manager.
27] No. 16, Des Voeux Road Central

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED .....Yen 5,000,000
CAPITAL PAID-UP ..... " 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

| | | |
|---|---|---|
| Amoy | Kobe | Taihan |
| Anping | Nagasaki | Tamsui |
| Foochow | Osaka | Tokio |
| Keelung | Shanghai | Yokoham |
| Swatow | | |

HONGKONG OFFICE:
3, DES VOEUX ROAD.
Interest allowed on Current Account Deposits received on terms which may be on application.

D. TOHDOW, Manager.

Hongkong, 5th April, 1907 812

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.
CAPITAL PAID UP ... ... Gold $3,250,000, = about Mex. $5,900,000
RESERVE FUND ... ... Gold $3,250,000, = about Mex. $5,900,000
HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.

Hongkong 24th July, 1907. 1239

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... ... ... $10,000,000
RESERVE FUND—
STERLING RESERVE $10,000,000
SILVER RESERVE ... 11,000,000
—$21,000,000
RESERVE LIABILITY OF PROP'TORS 10,000,000

COURT OF DIRECTORS.
G. H. MEDHURST, Esq.—Chairman.
HON. MR. HENRY KESWICK,—Deputy Chairman
A. Fuchs Esq. | E. Shellim, Esq
E. Goetz, Esq. | R. Shewan, Esq.
A. Haupt, Esq. | H. A. W. Slade, Esq.
C. R. Lemmann, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, Esq.

MANAGER:
Shanghai—H. E. R. HUNTER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ Per Cent. per annum.
Depositors may transfer at their option balances $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH.
Chief Manager.

Hongkong, 12th January, 1907. 22

## FUNNELS AND FLAGS.

(Continued from page 3.)

policies, all risks, has been taken at £800,000 each, and the amounts of the total loss and excess policies were originally £400,000 each, but have now, I understand, been increased to half a million each.

COMMONWEALTH MAILS.

The delay in the execution of the Commonwealth mail contract has had its inevitable ending. It is twelve months and more since the tender of the Laing syndicate was accepted, and not a single ship is laid down. Consequently Mr. Deakin's Government has formally cancelled the contract, the syndicate having declined to give a further bond for £25,000 unconditionally. The Commonwealth Government has entered into an arrangement with the Orient and Royal Mail Companies to carry on the mail service for a year after the expiry of their present contract on Jan. 31 next, and fresh tenders are to be immediately called for. It has been publicly stated that Messrs. Harland and Wolff had made a provisional arrangement with the Commonwealth Government, in the event of the failure of the syndicate to carry out their contract. The Belfast shipbuilders denied truth of the statement, which the decision to call for fresh tenders shows to have been unfounded. Messrs. Harland and Wolff are building a boat for the Royal Mail Company, which will be employed in the interim mail service. She will be named the Asturias.

THE HUGE MAMMOTH.

Of the leviathan steamer which Messrs. Harland and Wolff are to build for the Hamburg-American Company, few details have as yet transpired. But the statement that the vessel will be of "nearly 50,000 tons" may be regarded as exaggerated. The dimensions of the boat, as foreshadowed, do not tally with anything like such huge dimensions. Besides, if the object is to go one better than the 32,500-ton Cunarders, it is not necessary to build a ship of what, even according to modern ideas, would be of extravagant size. It is more likely to be found that the new Hamburg-American liner will be much nearer 40,000 tons than 50,000. She will have a competitor, of course, in the big steamer which Messrs. Harland and Wolff are laying down for the White Star Line, so that the Germans are perhaps precipitate in congratulating themselves on the prospective possession of the biggest ship in the world. In this respect the Cunard Company will have at least two years' supremacy. The real interest centres in the question of speed. It has been stated that the owners of the big Hamburg-American boat will be satisfied if she can do 18½ knots. True it is that the Hamburg-American Company, save for the Deutschland, has been content to let the Norddeutscher-Lloyd run very fast boats, and has contented itself with vessels of more moderate pace. But it would be unwise to assume that Herr Ballin is going to be satisfied with anything like 18½ knots. In this connection the working arrangement between Messrs. Harland and Wolff and Messrs. John Brown and Co. becomes important. Belfast has hitherto been faithful to the reciprocating engine. Clydebank has built the turbine-driven Lusitania as a sample of what it can do. Whether the new Hamburg-American liner is built at Belfast or at Clydebank, it may be that she will be a turbine boat, and if she is it will be because her owners want high speed out of her.

SHIPPING RING COMMISSION.

Following are the latest mail accounts of the sitting of the Commission, dated up to July 3rd:—

The first witness called was Mr. E. Grant Burls, Director-General of Stores at the India Office. He stated that the India Office shipments amounted to about 250,000 tons per annum. These shipments were made by Conference lines when the rates tendered by them were lower than those of their competitors or in case of earlier sailings. Tenders were invited in the open market unless circumstances dictated otherwise, and then negotiations were entered into without inviting competition. The India Office never concerned itself with the rebate system. The rates obtained were, on the whole, lower than those accorded to merchants. Frequent sailings were both desirable and essential, but the stability of rates was by no means desirable from an economic point of view; in fact it was doubtful whether it could be assured. It would be perfectly practical for the India Office, save under exceptional circumstances, to make arrangements for the shipment of all its cargoes by chartering in the open market. The India Office had adopted no definite course, but had accepted tenders of opposition lines when they had been lowest or otherwise eligible. Tenderers were frequently, but by no means always, members of the Ring. When the Ring was tendering each individual member almost invariably tendered at the same rate. He never shipped from this country by foreign vessels; he could not do so without the express permission of the Secretary of State. Preference was only given to boats in the Ring when they sailed earlier; there was no question as to whether boats were in the Ring or not. He had always found the Ring thoroughly reasonable in their dealings with him. There were, of course, occasional unpleasantnesses, but altogether he had no complaint. He did not see what rebates had to do with frequent sailings, and he did not think they assisted at all, but that was rather a question for a shipowner to answer. If there was any attempt to keep rates up the India Office would fight by chartering or by "detaching" a member of the Ring. (Laughter.) He had not been approached by shippers or anyone else to get rebates lowered or altered.

Mr. Douglas Owen, who at the request of the Colonial Office went to Johannesburg in 1904 to assist, as an impartial expert, at a conference called by Lord Milner to consider the then relations between the traders and the shipowners, said that in the summer of 1904 he was requested by the Colonial Office to proceed to Johannesburg to assist as an impartial expert at the conference called by Lord Milner, at the instance of the trading communities of South Africa, to consider the relations which then existed between the traders and shipowners. A South African shipping ring was in operation, and certain of the merchants had long been complaining bitterly of its methods and oppressions. The complaints were that the rates of freight were inequitable and oppressive; that the shipowners secretly granted unfair concessions to certain large companies to the prejudice of other traders; that the shipowners carried goods from America to South Africa at lower rates than from England to South Africa; that the German lines belonging to the ring carried goods from Germany at lower rates than British lines in the ring would carry similar goods from England to South Africa; and that the shipowners had used their privileged position as an instrument of oppression against shippers who had shipped goods by competing lines. The most serious of the complaints was the one as to the unfair preference to American shippers, and the complaint was well founded. If the rates charged on the goods from England were on their merits reasonable, it was not evident in what way the consumers were injured by a system which enabled them to buy American manufactures cheaper than English. The system was highly prejudicial to British manufacturers, but that did not hurt the South African consumers, as such. The shipowners were only able to plead that it was forced upon them by a freight war; that they themselves were heavy losers by it; and that it was only a temporary occurrence. In the opinion of the witness, the explanation was correct and *bona fide*. With reference to the complaint that German goods were brought in German steamers belonging to the ring at much lower rates than English goods were brought in British steamers, he said that British shipowners, whilst in sympathy with complaint, were powerless to remedy it. The history of the complaint, he believed, was that the German lines, on agreeing to join the ring, retained for themselves the option to calculate the tariff or schedule rates of freight on either the ton measurement or the ton weight. The advantages of the ring system were settled or stable rates of freight; regular sailings to and from South Africa; alternative ports of shipment and of discharge; steamers of high-class speed; and disclaimer of shipowners' rights to trade. With regard to the American competition, they were told that the lower freight charged to the American manufacturer was driving British trade out of the colony, but a British manufacturer worth his salt would not be driven away from his market by any such means. He would sacrifice five per cent. of his profit in order to hold his ground. Perhaps, the larger part of that favoured American trade was in goods which were not shipped from England at all. His own opinion was that the loss really suffered by the manufacturers was by no means as heavy as individual instances might lead them to suppose. As the charge against the shipowners that in their own selfish interests they lightly and unpatriotically sacrificed the interests of British manufacturers was a very grave and injurious charge, the shipowners had now an opportunity to relieve themselves of it. Let them declare that in the event of a freight war rendering it necessary for them, in their own interests, to carry American goods at lower rates than British goods, they would share with the British manufacturers injured any extra discount specially granted by the manufacturers in order to neutralize the saving in freight accorded to the Americans. This would be evidence of a desire on the part of the ring not to disregard utterly the rights and well-being of British manufacturers, and would also be a security that the ring would do their utmost to avoid a freight war which would visit them with a share of the loss forced upon the manufacturers. Traders and shipowners might well be left to settle their differences in South Africa as similar differences had been settled elsewhere. Under present conditions, the traders wanted personally the advantages which the ring gave them, and wanted the Government to protect them against the disadvantages inevitable to the system. If they were all to agree, the system could be rendered impossible.

In reply to questions by the Chairman, the witness said that if the agreement between the shipper and the shipowner was never ending, and there was no other way in which the shipper could terminate the agreement unless he made the sacrifice of some considerable rebates, then the Government ought to protect him.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.55 a.m.—The barometer has risen slightly over N. China, W. Japan and the Loochoos, and fallen moderately over N. Luzon.

A depression apparently of slight intensity, having crossed Luzon, is now situated off the N.W. coast of that island.

Pressure remains high over the Pacific to the E. of Japan.

Moderate E. winds are expected to prevail in the Formosa Channel and freshening E. and N.E. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

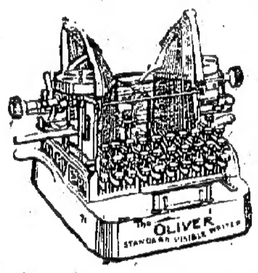
| | |
|---|---|
| Hongkong & Neighbourhood (*) | E. winds, moderate. |
| Formosa Channel .. ... ... | |
| South coast of China between Hongkong and Lamocks | Same as No. 1. |
| South coast of China between Hongkong and Hainan. | Same as No. 1. |

(*) E. to N.E. winds, moderate to fresh: fine at first, showery later.









## SHIPPING.

ARRIVALS.

Mark, Diedericksen, German str., 774, T. Petersen, 7th August—Haiphong 4th and Hoihow 6th Aug., Rice, Pigs & General—Jebsen & Co.

Choysang, British str., 1,424, A. E. Sandbach, 7th Aug.—Shanghai 3rd via Swatow 6th Aug., General—Jardine, Matheson & Co.

Dardanus, British str., 2,992, H. Nicholas, 7th August—Singapore 2nd Aug., General—Butterfield & Swire.

Hopsang, British str., 1,359, Jas. M. Hay, 7th August—Saigon 3rd August, General—Jardine, Matheson & Co.

Yo Maru, Japanese str., 3,918, Wm. Thompson, 7th August—Singapore 2nd August, General—Nippon Yusen Kaisha.

Joshin Maru, Japanese str., 700, H. S. Smith, 7th August—Tamsui 4th Aug., General—Osaka Shosen Kaisha.

Kashing, British str., 1,152, S. W. Pickard, 7th August—Swatow 6th August—Butterfield & Swire.

Marmora, British str., 10,509, G. H. C. Weston, R.N.R., 7th August—Bombay 24th July, Mails & General—P. & O. S. N. Co.

Petchaburi, German str., 1,372, C. Wolff, 6th August—Bangkok 27th July, Rice and Timber—Butterfield & Swire.

CLEARANCES

At the Harbour Master's Office.
7th August.

*Chibis*, British str., for Hoihow.
*Honan*, British str., for Shanghai.
*Nikkai Maru*, Japanese str., for Hongay.
*Standard*, Norwegian str., for Bangkok.
*Telemachus*, British str., for Saigon.

DEPARTURES.
7th August.

Amigo, German str., for Hoihow.
Cheongshing, British str., for Swatow.
Chousing, German str., for Bangkok.
Eastern, British str., for Moji.
Erithjof, Norwegian str., for Swatow.
Fukushu Maru, Japanese str., for Swatow.
Glenturret, British str., for Shanghai.
Hakata Maru, Japanese str., for Singapore.
Keong Wai, German str., for Swatow.
Kiukiang, British str., for Swatow.
Kowloon, German str., for Tsingtau.
Kumano Maru, Japanese str., for Nagasaki.
Kwangtah, Chinese str., for Shanghai.
Kweiyang, British str., for Canton.
Moyune, British str., for Singapore.
Solstad, Norwegian str., for Bangkok.
Waishing, British str., for Saigon.

SHIPPING REPORTS.

The British str. *Choysang* reports: Fresh monsoon and fine weather to light variable winds, smooth sea.

The Ger. str. *Petchaburi* reports: Moderate S. W. wind and cloudy. Had misty weather to Cape Varella, to Pannella clear with moderate sea and S. W. swell, to Gap Rock N. E. to East winds moderate sea and fine cloudy weather.

## VESSELS ON THE BERTH

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

For SALINA CRUZ, MEXICO.

THE Steamship

"GLENESK," 3,524 Tons.

Capt. J. Rafferty, will be despatched for the above ports via MOJI, JAPAN, on SATURDAY, the 10th August, at 4 P.M.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. Co., Ltd.,
Hotel Mansions.

Hongkong, 7th August, 1907. 1289

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO,"

Captain Belsito, will be despatched as above on MONDAY, the 12th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 1st August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA,"

Captain Bilaffer, will be despatched as above on or about the 30th August.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 31st July, 1907. 3

For VLADIVOSTOCK.

THE Steamship

"VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further particulars, apply to
DODWELL & CO., LTD.
Agents.

Hongkong, 7th August, 1907. 1303

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON &c., VIA USUAL PORTS OF CALL | DELHI | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | On 10th inst., at Noon. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | SIMLA | Brit. str. | — | C. D. Goldsmith, R.N.R. | P. & O. S. N. Co. | About 14th inst. |
| MARSEILLES, &c., VIA PORTS OF CALL | SALAZIE | Fren. str. | — | Aillaud | MESSAGERIES MARITIMES | On 20th inst., at 1 P.M. |
| COPENHAGEN & ST. PETERSBURG | SOTRUDNIK | Dan. str. | — | ... | MELCHERS & Co. | Middle of September. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SAXONIA | Ger. str. | k.w. | Habel | HAMBURG-AMERIKA LINIE | On 20th inst. |
| NAPLES, GENOA, GIBRALTAR SOUTHAMPTON &c. | ZIRTEN | Ger. str. | — | F. Proesch | MELCHERS & Co. | On 14th inst., at Noon. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ELAVONIA | Ger. str. | k.w. | Wünnenberg | HAMBURG-AMERIKA LINIE | On 17th September. |
| NAPLES, HAVRE & HAMBURG | SCANDIA | Ger. str. | k.w. | von Döhren | HAMBURG-AMERIKA LINIE | To-morrow. |
| NAPLES, PLYMOUTH, HAVRE & HAMBURG. | HABSBURG | Ger. str. | k.w. | Filler | HAMBURG-AMERIKA LINIE | On 4th September. |
| TRIESTE, &c., VIA SINGAPORE, &c. | AUSTRIA | Aus. str. | — | A. Bilaffer | SANDER, WIELER & CO. | About 30th inst. |
| DURBAN | HELIOPOLIS | Brit. str. | — | Martin | GIBB, LIVINGSTON & Co | About 20th inst. |
| NEW YORK | TUDOR PRINCE | Brit. str. | — | McDougale | ARNHOLD, KARBERG & Co. | About 15th inst. |
| NEW YORK | ABERLOUR | Brit. str. | — | ... | SHEWAN, TOMES & Co. | On 23rd inst. |
| NEW YORK | SATSUMA | Brit. str. | — | ... | DODWELL & Co., LTD. | On 7th September. |
| BOSTON & NEW YORK | GHAZEE | Brit. str. | — | ... | DODWELL & Co., LD. | On 14th September. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | MONTEAGLE | Brit. str. | 2 m. | ... | CANADIAN PACIFIC R. Co. | On 14th inst., at Noon. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPRESS OF JAPAN | Brit. str. | 1 m | ... | CANADIAN PACIFIC R. Co. | On 29th inst., at 4 P.M. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | SHAWMUT | Am. str. | — | E. V. Roberts | DODWELL & Co., LTD. | On 15th inst. |
| CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c. | GLENFARG | Jap. str. | — | ... | TOYO KISEN KAISHA | Middle of Aug. |
| SALINA CRUZ, MEXICO, VIA MOJI, JAPAN | GLENESK | Brit. str. | — | J. Rafferty | CHINA COMMERCIAL S.S. Co. | On 10th inst., at 4 P.M. |
| AUSTRALIAN PORTS VIA MANILA | PRINZ WALDEMAR | Ger. str. | — | W. von Senden | MELCHERS & Co. | On 15th inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | TAIYUAN | Brit. str. | — | L. Dawson | BUTTERFIELD & SWIRE | On 21st inst., at 4 P.M. |
| AUSTRALIAN PORTS VIA PORT DARWIN &c. | EASTERN | Aus. str. | — | McArthur | GIBB, LIVINGSTON & Co. | On 31st inst., at Noon. |
| YOKOHAMA AND KOBE | TSINAN | Brit. str. | — | C. Lindbergh | BUTTERFIELD & SWIRE | On 15th inst., at 4 P.M. |
| YOKOHAMA AND KOBE | PRINZ SIGISMUND | Ger. str. | — | D. Lenz | MELCHERS & Co. | About 23rd inst. |
| VLADIVOSTOCK | VINE BRANCH | Brit. str. | — | ... | DODWELL & Co., LTD. | About 10th Sept. |
| JAPAN | TJILIWONG | Dut. str. | — | Jurriaanse | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| TSINGTAO CHEFOO & NEWCHWANG | KWEIYANG | Brit. str. | — | Dowson | BUTTERFIELD & SWIRE | On 10th inst., at 4 P.M. |
| SHANGHAI & CHINKIANG | ICHANG | Brit. str. | — | W. Lloyd Jones | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| SHANGHAI | MARMORA | Brit. str. | — | G. H. C. Weston, R.N.R. | P. & O. S. N. Co. | To-day, at 4 P.M. |
| SHANGHAI | WINGSANG | Brit. str. | — | H. G. Walker | JARDINE, MATHESON & Co., LD. | On 10th inst., at 5 P.M. |
| SHANGHAI, YOKOHAMA & KOBE | POTRUDNIK | Dan. str. | — | ... | MELCHERS & Co. | Middle of Aug. |
| SHANGHAI, YOKOHAMA, & KOBE | VORWAERTS | Aus. str. | — | B. Bednarz | SANDER, WIELER & Co. | On 12th inst., P.M. |
| SHANGHAI | CHOYSANG | Brit. str. | — | A. E. Sandbach | JARDINE, MATHESON & Co. LD. | On 13th inst., at 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | JAPAN | Brit. str. | — | J. G. Olifent | DAVID SASSON & Co., LTD. | On 13th inst., at 3 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | SLAVONIA | Ger. str. | k.w. | Wünnenberg | HAMBURG-AMERIKA LINIE | On 14th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | P. E. FRIEDRICH | Ger. str. | — | E. Malchow | MELCHERS & Co. | About 14th inst. |
| SHANGHAI MOJI, KOBE & YOKOHAMA | NAMUR | Brit. str. | — | H. W. Konrick, R.N.R. | P. & O. S. N. Co. | About 16th inst. |
| SHANGHAI, KOBE & YOKOHAMA | LIBERIA | Ger. str. | k.w. | ... | HAMBURG-AMERIKA LINIE | On 20th inst. |
| SHANGHAI, YOKOHAMA & KOBE | TRANQUEBAR | Dan. str. | — | ... | MELCHERS & Co. | End of Aug. |
| SWATOW, AMOY & FOOCHOW | HAICHING | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAPRAIK & Co. | To-morrow, at 2 P.M. |
| SWATOW & SHANGHAI | KASHING | Brit. str. | — | T. W. Pickard | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| SWATOW, AMOY & SHANGHAI | SHANSI | Brit. str. | — | ... | BUTTERFIELD & SWIRE | On 12th inst., at 4 P.M. |
| SWATOW, CHEFOO & TIENTSIN | HUICHOW | Brit. str. | — | E. Forsyth | BUTTERFIELD & SWIRE | On 14th inst., at 4 P.M. |
| TAMSUI VIA SWATOW & AMOY | JOSHIN MARU | Jap. str. | — | H. S. Smith | OSAKA SHOSEN KAISHA | On 11th inst., at 10 A.M. |
| HAIPHONG | HUPEH | Brit. str. | — | A. Mathias | BUTTERFIELD & SWIRE | On 14th inst., at D'light. |
| MANILA | YUENSANG | Brit. str. | — | T. Meyrick | JARDINE, MATHESON & Co., LD. | To-morrow, at 4 P.M. |
| MANILA | RUBI | Brit. str. | — | R. Almond | SHEWAN, TOMES & Co. | On 10th inst. |
| MANILA | TAMING | Brit. str. | — | A. W. Outerbridge | BUTTERFIELD & SWIRE | On 13th inst., at 4 P.M. |
| MANILA | ZAFIRO | Brit. str. | — | A. Fraser | SHEWAN, TOMES & Co. | On 17th inst. |
| KUDAT & SANDAKAN | BORNEO | Ger. str. | — | F. Sembill | MELCHERS & Co. | About 31st inst., 9 A.M. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | E. J. Tadd | JARDINE, MATHESON & Co., LD. | To-morrow, at 3 P.M. |
| BOMBAY VIA SINGAPORE & PENANG | LEVANZO | Ital. str. | — | Belsito | CARLOWITZ & Co. | On 12th inst., at Noon. |
| JAVA PORTS | TJIBINI | Dut. str. | — | H. Koops | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| JAVA | SHANTUNG | Brit. str. | — | ... | BUTTERFIELD & SWIRE | On 13th inst., at 4 P.M. |
| SAMARANG & SOURABAYA | ONSANG | Brit. str. | — | Rose Core | JARDINE, MATHESON & Co., LD. | To-day, at Noon. |

# HONGKONG–MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|---|---|---|---|---|
| RUBI | 2540 | R. W. Almond | Manila | On 10th August. |
| ZAFIRO | 2540 | A. Fraser | Manila | On 17th August. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGER.

Hongkong, 7th August, 1907. 15

# HONGKONG–NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hgonkong, 7th August, 1907 16

# EAST ASIATIC CO., LTD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|---|---|---|
| SHANGHAI, YOKOHAMA and KOBE | "SOTRUDNIK" | Middle of August |
| SHANGHAI YOKOHAMA and KOBE | "TRANQUEBAR" | End of August |
| COPENHAGEN and ST. PETERSBURG | "SOTRUDNIK" | Middle of Sept. |

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th August, 1907. 9

# INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL. |
|---|---|---|
| SAMARANG and SOURABAYA | "ONSANG" | Thursday, 8th Aug., Noon. |
| * SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Friday, 9th Aug., 3 P.M. |
| * MANILA | "YUENSANG" | Friday, 9th Aug., 4 P.M. |
| † SHANGHAI | "WINGSANG" | Saturday, 10th Aug., 5 P.M. |
| † SHANGHAI | "CHOYSANG" | Tuesday, 13th Aug., 4 P.M. |

REDUCED FARES TO STRAITS AND CALCUTTA.

| | | | |
|---|---|---|---|
| Hongkong to Singapore 1st Class, | Single $ 65. | Return $100 |
| Penang " " | 85. | " 130 |
| Calcutta " " | 165. | " 250 |

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 8th August, 1907. GENERAL MANAGERS. 18

# NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons. | Captain. | Sailing Date. |
|---|---|---|---|
| SHAWMUT | 9,606 | E. V. Roberts | On 15th August. |
| TREMONT | 9,606 | T. W. Garlick | About 10th September. |
| ‡ SUVERIC | — | — | On 1st October. |
| ‡ KUMERIC | — | — | On 15th October. |

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 7th August, 1907. 7

# HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

| | |
|---|---|
| RHENANIA | 1st September |
| HOHENSTAUFEN | 1st October |
| SILESIA | 2nd November |

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG

| | |
|---|---|
| SCANDIA | 9th August |
| HABSBURG | 4th September |
| RHENANIA | 2nd October |

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

| | | |
|---|---|---|
| SLAVONIA | FOR SHANGHAI, KOBE & YOKOHAMA | 14th Aug. |
| LIBERIA | FOR SHANGHAI, KOBE & YOKOHAMA | 26th Aug. |
| RHENANIA | FOR SHANGHAI, KOBE & YOKOHAMA | 1st Sept. |
| SUEVIA | FOR SHANGHAI, KOBE & YOKOHAMA | 14th Sept. |
| BRISGAVIA | FOR SHANGHAI, KOBE & YOKOHAMA | 26th Sept. |

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

| | | |
|---|---|---|
| SCANDIA | NAPLES, HAVRE & HAMBURG | 9th Aug. |
| SAXONIA | HAVRE & HAMBURG | 20th Aug. |
| HABSBURG | NAPLES, PLYMOUTH, HAVRE & HAMBURG | 4th Sept. |
| SLAVONIA | HAVRE & HAMBURG | 17th Sept. |

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board. 12

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Capt. J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 10th August at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk, Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, until

Parcels will be received at this Office 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st August, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS,"

Capt. B. Bednarz, will leave for the above places MONDAY, the 12th inst. P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Prince's Building.

Hongkong, 6th August, 1907. 3

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE,"

Captain McDougale, will be despatched for the above Ports on or about THURSDAY the 15th August.

For Freight or Passage, apply to
ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 1st August, 1907. 1236

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama)

With option to Call at Mexican and other Coast Ports.

| Steamers | Tons | To Sail |
|---|---|---|
| "GLENFARG" | 3,500 | Mid. of Aug. |
| "KASATO MARU" | 6,100 | End of Sept. |

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,
York Building.

Hongkong, 30th July, 1907. 10

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE"

Captain Aillaud, will be despatched for MARSEILLES, on TUESDAY, the 20th August, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Sydney," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "POLYNESIEN" ... 3rd Sept.
S.S. "TOURANE" ... 17th Sept.
S.S. "AUSTRALIEN" ... 1st Oct.
S.S. "NERA" ... 15th Oct.
S.S. "YARRA" ... 29th Oct.
S.S. "ERNEST SIMONS" ... 12th Nov.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th August, 1907. 2

SOUTH-AFRICAN LINE.

FOR DURBAN.

THE Steamship

"HELIOPOLIS,"

Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th August.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th July 1907. 1253

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" ... 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" ... 14th Sept.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 1st August, 1907. 1226-1251

# PENINSULAR AND ORIENTAL
## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL. | REMARKS. |
|---|---|---|---|
| SHANGHAI | MARMORA, Capt. G. H. C. Weston, R.N.R. | 4 P.M., 8th August | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | DELHI, Capt. J. D. Andrews, R.N.R. | Noon, 10th August | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | SIMLA, Capt. C. D. Goldensmith, R.N.R. | About 14th August | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NAMUR, Capt. H. W. Kenrick, R.N.R. | About 16th August | Freight and Passage. |

For further particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th August, 1907.

# CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL. |
|---|---|---|
| SWATOW, & SHANGHAI | † "KASHING" | On 9th Aug., 4 P.M. |
| SHANGHAI & CHINKIANG | † "ICHANG" | On 9th Aug., 4 P.M. |
| TSINGTAO CHEFOO & NEWCHWANG | * "KWEIYANG" | On 10th Aug., 4 P.M. |
| SWATOW, AMOY & SHANGHAI | † "SHANSI" | On 12th Aug., 4 P.M. |
| JAVA | "SHANTUNG" | On 13th Aug., 4 P.M. |
| MANILA | * "TAMING" | On 13th Aug., 4. P.M. |
| SWATOW, CHEFOO and TIENTSIN | "HUICHOW" | On 14th Aug., 4 P.M. |
| HAIPHONG | "HUPEH" | On 14th Aug., D'light. |
| YOKOHAMA and KOBE | * "TSINAN" | On 15th Aug., 4 P.M. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | * ‡ "TAIYUAN" | On 21st Aug., 4 P.M. |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 8th August, 1907. 11

# CANADIAN PACIFIC RAILWAY
## COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

| R.M.S. | Tons | | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---|---|---|---|---|
| "MONTEAGLE" | 6,163 | ... | WEDNESDAY, 14th Aug. | ... 7th Sept. |
| "EMPRESS OF JAPAN" | 6,000 | ... | THURSDAY, 29th Aug. | ... 16th Sept. |
| "TARTAR" | 4,425 | ... | WEDNESDAY, 11th Sept. | ... 5th Oct. |
| "EMPRESS OF CHINA" | 6,000 | ... | THURSDAY, 26th Sept. | ... 14th Oct. |
| "ATHENIAN" | 3,882 | ... | WEDNESDAY, 9th Oct. | ... 2nd Nov. |
| "EMPRESS OF INDIA" | 6,000 | ... | THURSDAY, 24th Oct. | ... 11th Nov. |

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60; via New York £62.
" " Intermediate on Steamers and 1st Class Railways... " £40, " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

6]

# NORDDEUTSCHER LLOYD. BREMEN.
## IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL. |
|---|---|---|
| NAPLES, GENOA, GIBRALTAR, SOUTHAMTON, ANTWERP & HAMBURG | "ZIETEN" F. PROESCH | Wed'day, 14th Aug., at NOON. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW | About Wed'day, 14th August. |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR" Capt. W. VON SENDEN | Thursday, 15th Aug., at NOON. |
| YOKOHAMA and KOBE | "PRINZ SIGISMUND" Capt. D. LENZ | About Friday 23rd August |
| KUDAT and SANDAKAN | "BORNEO" Capt. F. SEMBILL | About Saturday, 31st Aug., at 9 A.M. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th August, 1907.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|---|---|---|
| * TAMSUI VIA SWATOW AND AMOY | "JOSHIN MARU" Capt. H. S. SMITH | SUNDAY, 11th Aug., at 10 A.M. |

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th August, 1907 T. ARIMA, Manager. 14

# SABANG BAY COALING STATION,
## POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.,
Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, COMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. [2200

Hongkong, 1st December, 1906.

## NOTICES TO CONSIGNEES.

S.S. "POLYNESIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne," from Havre ex s.s. "Médoc" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th inst., 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th August, 1907. 2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENTURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 5th August, 1907. 1307

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

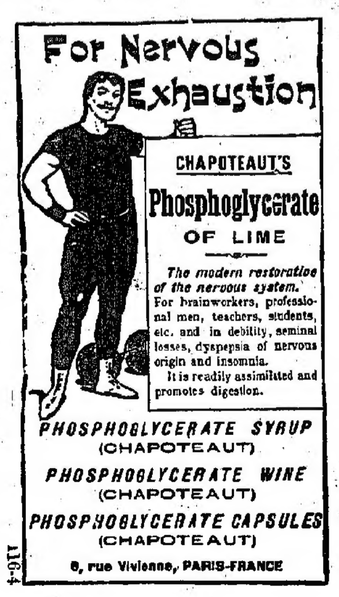
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 6th August, 1907. 4






NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED
General Agents for China and Japan

Hongkong, 4th August, 1898. 8

## SHIPPING IN PORT.

STEAMERS.

ARABIA, German str., 4,438, C. Newmann, 3rd August—Portland via Japan 2nd July, General—Portland Asiatic S.S. Co.

CHIHLI, British str., 1,148, Warrack, 5th Aug.—Haiphong 1st and Hoihow 4th Aug., General—Butterfield & Swire.

CHILDAR, Norwegian str., 1,162, A. Augensen, 4th August—Bangkok 27th July, General—Nippon Yusen Kaisha

CHINKIANG, British str., 1,200, F. Robertson, 4th August — Swatow 3rd August—Butterfield & Swire.

DAKOTAH, British str., Ross, 27th July—San Francisco 30th June via Shanghai 24th July, Oil in Bulk—Standard Oil Co.

DOTT, Norwegian str., 629, Jah Dauncing, 17th July — Wakamatsu 11th July, Coal — Wallem & Co.

EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 28th July—Vancouver 9th July, General—C. P. R. Co.

GLENESK, British str., 2,274, J. Rafferty, 28th July—Moji 23rd July, Coals—McGregor Bros. & Gow.

HAICHING, British str., 1,267, A. E. Hodgins, 6th Aug.—Coast Ports 5th Aug., General—Douglas, Lapraik & Co.

HARBART, British str., 2,149, A. Bowling, 31st July — Melbourn 29th June, Flour—Shewan, Tomes & Co.

HUNAN, British str., 1,142, C. W. Puckett, 30th July—Shanghai 26th July, General—Butterfield & Swire.

JACOB DIEDERICHSEN, German str., 623, Ulderup, 3rd Aug.—Pakhoi 30th July and Hoihow 2nd Aug., General—Jebsen & Co.

JOHANNE, German str., 952, Ipland, 5th August—Samarang 27th July, Sugar.—Jebsen & Co.

KASHIMA MARU, Japanese str., 1,746, M. Ntsu, 25th July — Moji 18th July, Coal — Mitsui Bussan Kaisha.

KOREA, American str., 5,651, Samuel Sandberg, 5th August—San Francisco via Ports 9th July, General—O. & O. Co.

KWANGLEE, Chinese str., 1,648, R. Lincoln, 3rd Aug.—Shanghai 31st July, General—Chinese.

KWEIYANG, British str., 1,044, Dawson, 6th August—Swatow 5th August, General—Butterfield & Swire.

LAISANG, British str., 3,460, E. J. Tadd, 2nd Aug.—Calcutta 18th July and Straits 28th July, General—Jardine, Matheson & Co

LAUSCHAN, German str., 1,945, Sperling, 6th Aug.—Moji 1st Aug., Coal—Jebsen & Co.

LEVANZO, Italian str., 2,281, Gravone, 6th August—Singapore 31st July, Cotton—Carlowitz & Co.

LOTHIAN, British str., 3,222, Williamson, 5th August—Callao 22nd June—Order.

MONTEAGLE, British str., 3,953, S. Robinson, R.N.R., 25th July—Vancouver, &c. 28th June, Mails and General—C. P. R. Co.

NIKKAI MARU, Japanese str., 1,044, W. Nakagawa, 29th July—Hongay 26th July, Coal—A Bune.

NIKKO MARU, Japanese str., 5,538, R. Swain, 6th Aug.—Yokohama 27th July, General—Nippon Yusen Kaisha.

ONSANG, British str., 1,787, Ross Core, 27th July—Pulu Laut 19th July, Coal—Jardine, Matheson & Co.

PHU-YEN, French str., 1,249, Bouisson, 31st July—Saigon 26th July, Rice—Bradley & Co.

PONGTOKO, German str., 997, W. Büteführ, 3rd Aug.—Bangkok 24th July, Wood and Rice—Butterfield & Swire.

PROGRESS, Norwegian str., 1,671, Thos. Schylwig, 28th July—Sandakan 23rd July, General—Wallem & Co.

PRONTO, Norwegian str., 1,838, J. Seeberg, 2nd August—Saigon 28th July, Rice—Chinese.

RAJABURI, German str., 1,181, O. Koch, 3rd August—Bangkok 24th July, General—Butterfield & Swire.

RUBI, British str., 1,644, R. W. Almond, 5th August—Manila 3rd August, General—Shewan, Tomes & Co.

SHANTUNG, British str., 1,835, J. Robinson, 4th August—Java (Cheribon) 26th July, Sugar—Butterfield & Swire.

STANDARD, Norwegian str., 894, B. N. Bull, 4th Aug.—Wakamatsu 29th July, Coal—Aagaard, Thoresen & Co.

SUISANG, British str., 1,785, W. D. Welsh, 4th August — Santa Cruz 29th July, General—Jardine, Matheson & Co.

SULLBERG, German str., 765, C. Luppi, 4th August—Haiphong 2nd August, Coal—Siemssen & Co.

TATSU MARU, Japanese str., 1,748, H. Terumine, 4th August—Kobe and Moji 29th July, Coal—Chinese.

TELEMACHUS, British str., 1,340, Jas. Williamson, 31st July Saigon 27th July, Rice—Chinese

VICTORIA, Swedish str., 1,150, J. A. Hellberg, 4th August—Java 25th July, Sugar—Aagaard, Thoresen & Co.

WINGSANG, British str., 1,557, Walker, 3rd August—Moji 27th July, Coal—Jardine, Matheson & Co.

WONGKOI, German str., 1,115, W. Reher, 4th Aug.—Swatow 3rd Aug., General—Butterfield & Swire.

YUENSANG, British str., 1,148, F. Meyrick, 5th Aug.—Manila 2nd Aug., General—Jardine, Matheson & Co.

SAILING VESSELS.

ALCIDES, British ship, 2,492, J. Cummings 25th July—from New York, Case Oil—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,504, Parnell, 25th July—Kobe 1st June, Ballast—Standard Oil Co.

## ON SALE.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1907.

THE FORTY-FIFTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,720, $10.00. Directory only pp. 1,300, $8.00.

The Directories and Descriptions are of

CHINA

| | | |
|---|---|---|
| Peking | Nanking | Canton |
| Tientsin | Wuhu | Whampoa |
| Peitaiho | Kewkiang | Kowloon |
| Chingwantao | Hankow | Lappa |
| Taku | Yochow | Samshui |
| Newchwang | Shansi | Kongmoon |
| Tairen | Ichang | Wuchowfu |
| Port Arthur | Chungking | Kwangchauwan |
| Chefoo | Hangchow | Pakhoi |
| Weihaiwei | Ningpo | Hoihow |
| Kiaochau | Wenchow | Lungchow |
| Tsinanfu | Santu | Mengtze |
| Mukden | Foochow | Hokow |
| Shanghai | Amoy | Szemao |
| Soochow | Swatow | |
| Chinkiang | | |

JAPAN AND FORMOSA

| | | |
|---|---|---|
| Tokyo | Osaka | Keelung |
| Yokohama | Moji | Tainanfu |
| Hyogo | Nagasaki | Takow |
| Kobe | Hakodate | Anping |
| Shimonoseki | Tamsui | |

EASTERN SIBERIA

Vladivostock Nicojewsk

COREA

| | | |
|---|---|---|
| Seoul | Wonsan | Mokpo |
| Chemulpo | Fusan | Chinnampo |
| Kunsan | Pingyang | Songchin |
| | Masampo. | |

HONGKONG AND ITS DEPENDENCIES
MACAO

FRENCH INDO-CHINA:

| | | |
|---|---|---|
| Hanoi | Annam | Tourane |
| Haiphong | Hue | Saigon |
| Tonkin Provinces | Quinhon | Cambodge |

PHILIPPINES

| | | |
|---|---|---|
| Manila | Iloilo | Cebu |

BORNEO

| | | |
|---|---|---|
| Sarawak | Labuan | British N. Borneo |

BANGKOK
STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

| | | |
|---|---|---|
| Johore | Sungei Ujong | Selangor |
| Pahang | Jelebu | Perak |

NETHERLANDS INDIA

| | | |
|---|---|---|
| Batavia | Samarang | Padang |
| Buitenzorg | Sourabaia | Macassar |
| | East Coast of Sumatra | |

NAVAL SQUADRONS

| | | |
|---|---|---|
| British | German | Russian |
| French | Japanese | United States |

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

The ALPHABETICAL LIST of RESIDENTS contains the names of over 20,000 FOREIGNERS, carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

The PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent Firms in Great Britain and are corrected and bought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI;
PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF THE PEAK
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain:—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

Russia:—S. Petersburg, 1881; Russians Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM.

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1898; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement, Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court-Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through the principal Booksellers in Asia and through:—

LONDON ....."Hongkong Daily Press" Office, 131, Fleet Street, E.C.
LONDON .....Mr. F. Algar, 11, Clement's Lane
LONDON .....Messrs. G. Street & Co., Ld. 30, Cornhill, E.C.
PARIS .....Messrs. G. E. Puel, de Lobel & Cie., 53, Rue Lafayette
GERMANY ...Messrs. Mahlau & Waldeschmidt Frankfurt s/M.
GERMANY ... Johs. With. Meier, 77 Steindamm, Hamburg.
UNITED STATES: Mr. N. J. Samos, 173 Ninth Avenue, New York.
SAN FRANCISCO L. P. Fisher's Advt. Agency 836, North Point.
CAPE TOWN ...Messrs. Gordon & Gotch
SYDNEY .....Messrs. Gordon & Gotch
MELBOURNE ...Messrs. Gordon & Gotch
BRISBANE .....Messrs. Gordon & Gotch
CALCUTTA .....Messrs. Thacker, Spink & Co
BOMBAY ....."Times of India" Office
COLOMBO .....Messrs. A. M. & J. Ferguson
BATAVIA.....Messrs. H. M. Van Dorp & Co
SINGAPORE ...Messrs. Kelly & Walsh, Ld.
BORNEO .....Mr. J. Nimmo Wardrop, Sandakan.
BANGKOK .....""Bangkok Times" Office.
SAIGON .....Messrs. Kloss & Co.
TONKIN .....Messrs. Speidel & Co., Hanoi
MANILA .....Mr J. de Loyzaga, El Comercio,
MACAO .....Mr. A. A. de Mello
HONGKONG ....." Daily Press" Office
HONGKONG .....Messrs. Kelly & Walsh, Ld.
HONGKONG .....Messrs. W. Brewer & Co.
CANTON .....Messrs. A. S. Watson & Co., Ld.
SWATOW .....Yuen Cheong Book Store
AMOY .....Messrs. A. S. Watson & Co., Ld.
FOOCHOW .....Messrs. A. S. Watson & Co., Ld.
SHANGHAI .....Messrs. Kelly & Walsh, Ld.
SHANGHAI .....Messrs. W. Brewer & Co.
CHEFOO .....Messrs. H. Sietas & Co.
TSINTAU .....Messrs. Sietas, Plambeck & Co.
TIENTSIN .....Messrs. H. Blow & Co
PORT ARTHUR. Messrs. Sietas & Co.
FORMOSA .....Mr. A. W. Gillingham, Tamsui
COREA.....Messrs. Hodge & Co., "Seoul Press"
NAGASAKI .....""Nagasaki Press" Office.
KOBE & OSAKA "Japan Chronicle" Office.
YOKOHAMA ... Messrs. Kelly & Walsh, Ld.

## POST OFFICE NOTICE

| FOR | PER | DATE |
|---|---|---|
| San Francisco | *Dakotah* | Thursday, 8th, 10.00 A.M. |
| Macao | *Sui Tai* | Thursday, 8th, 1.15 P.M. |
| Singapore, Penang and Calcutta | *Laisang* | Thursday, 8th, 2.00 P.M. |
| SHANGHAI | *Marmora* | Thursday, 8th, 3.00 P.M. |
| Samarang and Sourabaya | *Ousang* | Thursday, 8th, 4.00 P.M. |
| Manila, Thursday, 1st., Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle | *Nikko Maru* | Friday, 9th, 11.00 A.M. |
| Swatow, Amoy and Foochow | *Haicheng* | Friday, 9th, 1.00 P.M. |
| Macao | *Sui Tai* | Friday, 9th, 1.15 P.M. |
| Shanghai and Chinkiang | *Ichang* | Friday, 9th, 3.00 P.M. |
| Swatow and Shanghai | *Kaiping* | Friday, 9th, 3.00 P.M. |
| Saigon | *Pronto* | Friday, 9th, 3.00 P.M. |
| Manila | *Yuensang* | Friday, 9th, 3.00 P.M. |
| Kobe and Yokohama | *Iyo Maru* | Friday, 9th, 3.00 P.M. |
| Hoihow and Haiphong | *Carl Diederichsen* | Friday, 9th, 5.00 P.M. |
| Manila | *Rabi* | Saturday, 10th, 10.00 A.M. |
| EUROPE &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-morrow, at 5 p.m. | *Delhi* | Saturday, 10th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M. |
| Macao | *Sui Tai* | Saturday, 10th, 1.15 P.M. |
| Moji, (Japan,) Salina Cruz and Mexico | *Gleneek* | Saturday, 10th, 3.00 P.M. |
| Tsingtau, Chefoo and Newchwang | *Kwaigang* | Saturday, 10th, 3.00 P.M. |
| Shanghai | *Wingsang* | Saturday, 10th, 4.00 P.M. |
| Keelung, Moji, Kobe, Yokohama and Portland | *Arabia* | Saturday, 10th, 5.00 P.M. |
| Swatow, Amoy and Tamsui | *Joshin Maru* | Sunday, 11th, 9.00 A.M. |
| Swatow, Amoy and Shanghai | *Shansi* | Monday, 12th, 3.00 P.M. |
| Singapore, Penang and Bombay | *Levanso* | Monday, 12th, 3.00 P.M. |
| Shanghai, Yokohama, Kobe and Moji | *Japan* | Tuesday, 13th, 2.00 P.M. |
| Java | *Shantung* | Tuesday, 13th, 3.00 P.M. |
| Manila | *Tuning* | Tuesday, 13th, 3.00 P.M. |
| Haiphong | *Hi yeh* | Tuesday, 13th, 5.00 P.M. |
| Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver | *Montcalm* | Wednesday, 14th, 10.00 A.M. |
| EUROPE &c. INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 P.M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | *Zieten* | Wednesday, 14th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M. |
| Swatow, Chefoo and Tientsin | *Haichow* | Wednesday, 14th, 3.00 P.M. |
| Manila, Samari, Simpsonhafen, Friedrich Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle | *Prinz Waldemar* | Thursday, 15th, 11.00 A.M. |
| Yokohama and Kobe | *Tsinan* | Thursday, 15th, 3.00 P.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | *Korea* | Friday, 16th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M. |
| Keelung, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria B.C. and Seattle | *Shinano Maru* | Monday, 19th, 5.00 P.M. |
| Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville Brisbane Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide Perth and Fremantle | *Taiyuan* | Wednesday, 21st, 3.00 P.M. |
| SHANGHAI NAGASAKI KOBE & YOKOHAMA HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) | *American Maru* | Saturday, 24th, Printed Matter and Samples 9.00 A.M. Registration 9.00 A.M. (Registration, with late fee of 10 cents up to 9.45 A.M.) Registration, Kowloon B.O. 9.00 A.M. No late fee. Letters 10.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) | *Empress of Japan* | Thursday, 29th, Printed Matter and Samples 2.00 P.M. Registration 2.00 P.M. (Registration, with late fee of 10 cents, up to 2.45 P.M.) Registration, Kowloon B.O. 2.00 P.M. No late fee. Letters 3.00 P.M. |



### TO-MORROW.

Sale, Household Furniture, at the Hotel Baltimore, Mr. Geo. P. Lammert, 2.30 p.m.

### PASSENGERS.

ARRIVED.

Per *Chaysang*, from Shanghai, Mrs. Bagley and child.

Per *Iyo Maru*, from Singapore, Messrs. Geo. Wavenell and Hasse.

Per *Marmora*, for Hongkong, from Marseilles, Mr. G. Saul; from Bombay, Messrs. B. Chinoy and R. Rashid; from Colombo, Capt. H. C. Butler; from Penang, Mr. P. David; from Singapore, Miss F. Hener, Capt. The Hon. Parker Dr. C. Kew, Messrs. W. Webb, W. Roberts and servant, T. B. Sion and H. Uttley; for Shanghai, from Marseilles, G. Roger; from Bombay, Mr. N. Rujabally, from Colombo, Mr. B. Cainenthal and infant; from Singapore, Mrs. Smith and child, Mrs. Rogers and servant, Mrs. Jsnodaraas; for Yokohama, from Marseilles, Miss A. T. Wall, Messrs. R. S. Coxon and H. O. Spencer.

DEPARTED.

Per *Polynesien*, from Hongkong, for Shanghai, Mr. and Mrs. Falls, Miss A. M. Bateman Messrs. Hans-Kugel, James Wright, B. L. Schneer & Juan Lopes; for Kobe, Mr. Debuis.

Per *Tonkin*, from Hongkong, for Saigon, Mr. and Mrs. Parry, Colonel C. P. Hume, Messrs. L. Hallward, S. F. Gillchrest, S. C. Ismail, Fernand Pullon, Augustin Belzunce and Cornelio Miranda; for Singapore, Mr. Fukuda; for Colombo, Mr. and Mrs. Perindorge, Messrs. Gabrielle Marie, Christian and George; for Calcutta, Mr. Block; for Marseilles, Mrs. Brewitt-Taylor, Miss Sewell, Messrs. Emile Lutz, senior, Rein Grenouellot, Vola Pietro and Favetto Domenico.

Per *Tosa Maru*, from Hongkong, for Seattle, &c., Mr. and Mrs A. C. Marques and 2 children, Mrs. J. B. Roza and 3 children, Miss G. E. Smith, and Mr. Jackson.

Per *Hakata Maru*, from Hongkong, for London, &c., Mr. and Mrs. Kawakami, Miss T. Kawakami, Prof. G. Kuwaki, Messrs. E. Ridenours, R. Westcott, R. R. Pickering, P. L. Smith, H. C. Mathowe, M. Takemura, K. Aoki, K. Iwashita, S. Mitsuma, M. Nishi, S. Itami, W. Hirokwaw, S. Nakayama, Y. Takahashi, Y Makunami, U. Matsuhisa and M. Ishizaka.

## COMMERCIAL.

### CLOSING QUOTATIONS.

August 7th.

| | |
|---|---|
| ON LONDON.— | |
| Telegraphic Transfer | 2/2 1/16 |
| Bank Bills, on demand | 2/3 |
| Bank Bills, at 30 days' sight | 2/3 1/16 |
| Bank Bills, at 4 months' sight | 2/3 1/16 |
| Credits, at 4 months' sight | 2/3½ |
| Documentary Bills 4 months' sight | 2/3 |
| ON PARIS.— | |
| Bank Bills, on demand | 183 |
| Credits, at 4 months' sight | 288 |
| ON GERMANY.— | |
| on demand | 230 |
| ON NEW YORK.— | |
| Bank Bills, on demand | 54¾ |
| Credits, at 60 days' sight | 55¼ |
| ON BOMBAY.— | |
| Telegraphic Transfer | 167¾ |
| Bank, on demand | 168¼ |
| ON CALCUTTA.— | |
| Telegraphic Transfer | 167¾ |
| Bank, on demand | 168¼ |
| ON SHANGHAI.— | |
| Bank, at sight | 73 |
| Private, 30 days' sight | 73½ |
| ON YOKOHAMA.—On demand | 109¼ |
| ON MANILA.—On demand—Pesos—110 | |
| ON SINGAPORE.—On demand | 4¼ p.c.pm. |
| ON BATAVIA.—On demand | 135 |
| ON HAIPHONG.—On demand | 4¼ p.c. pm. |
| ON SAIGON.—On demand | 4 p.c. pm. |
| ON BANGKOK.—On demand | 67¼ |
| SOVEREIGNS, Bank's Buying Rate | $8.85 |
| GOLD LEAF, 100 fine, per tael | $46.80 |
| BAR SILVER, per oz. | 32 |

SUBSIDIARY COINS.

| | | per cent. |
|---|---|---|
| Chinese | 20 cents pieces | $8.46 discount. |
| " | 10 " " | 925 " |
| Hongkong | 20 " " | 825 " |
| " | 10 " " | 855 " |

### VESSELS IN DOCK.

August 7th.

ABERDEEN DOCKS.—*Arabia.*
KOWLOON DOCKS.—*Vigilante, Pongtong.*
COSMOPOLITAN DOCKS.—*Lothian.*







### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

## JOINT STOCK SHARE.

Hongkong, August 7th.

| COMPANY. | PAID UP. | QUOTATIONS. |
|---|---|---|
| Alhambra | Rs. 200 | $120. |
| Banks— | | |
| Hongkong & S'hai | $125 | $175, x.d.i. sel. $515, ests s. (£15 p'd up) Ln. £81. Ln. £60, n. i. (£15, paid up) |
| National B. of China | £6 | $51. |
| Bell's Asbestos E. A. | 12s. 6d. | $6½, x.d. |
| China-Borneo Co. | $12 | $9½. |
| China Light & P. Co. | $10 | $5. |
| China Provident | $10 | $5.90, sellers |
| Cotton Mills— | | |
| Ewo | Tls. 50 | Tls. 64. |
| Hongkong | $10 | $11, buyers |
| International | Tls. 75 | Tls. 53. |
| Laou Kung Mow | Tls. 100 | Tls. 95. |
| Soychee | Tls. 500 | Tls. 320. |
| Dairy Farm | $6 | $15, buyers |
| Docks and Wharves— | | |
| H. & K. Wharf & G. | $50 | $72½, sellers |
| H. & W. Dock | $50 | $100, buyers |
| New Amoy Dock | $63 | $11½, sellers |
| Shanghai Dock | Tls. 100 | Tls. 72, x.d., buy. |
| S'hai & H. Wharf | Tls. 100 | Tls. 227. |
| Fenwick & Co., Geo. | $25 | $17½, sellers |
| Green Island Cement | $10 | $10½, sales |
| Hongkong & C. Gas | $10 | $175, buyers |
| Hongkong Electric | $10 | $14½, sellers |
| Hongkong Hotel Co | $50 | $100, sellers |
| Hongkong Ice Co | $25 | $24½, x.d., sellers |
| Hongkong Rope Co. | $10 | $22½, buyers |
| Insurances— | | |
| Canton | $50 | $270. |
| China Fire | $20 | $86, sellers |
| China Traders | $25 | $40, buyers |
| Hongkong Fire | $50 | $215, sellers |
| North China | £5 | Tls. 75, buyers |
| Union | $100 | $775. |
| Yangtsze | $50 | $180, sellers |
| Land and Building— | | |
| HongkongLandInv. | $100 | $99, sellers |
| Humphrey's Estate | $10 | $10½, buyers |
| Kowloon Land & B. | $30 | $37, sellers |
| Shanghai Land | Tls. 50 | Tls. 101. |
| West Point Building | $50 | $48. |
| Mining— | | |
| Charbonnages | Fcs. 250 | $480, buyers |
| Raubs | 18/10 | $5. |
| Peak Tramways | $10 | $10½, x. new |
| Philippine Co. | $10 | $1½, (new) |
| Refineries— | | |
| China Sugar | $100 | $103. |
| Luzon Sugar | $100 | $21, sellers |
| Steamship Companies | | |
| China and Manila | $25 | $15. |
| Douglas Steamship | $50 | $41. |
| H., Canton & M. | $15 | $20½, sellers |
| Indo-China S.N. Co. | £5 | {$39½ Pr'fd. $28½ Ord'd. |
| Shell Transport Co. | £1 | £6. |
| Star Ferry | $10 | $25, sellers |
| Do. New | $5 | $14, sellers |
| South China M. Post. | $25 | $22. |
| Steam Laundry Co. | $5 | $7, sellers |
| Stores & Dispensaries | | |
| Campbell, M. & Co. | $10 | $20, sellers |
| Powell & Co., Wm. | $10 | $8, sellers |
| Watkins | $10 | $2½. |
| Watson & Co., A. S. | $10 | $11, buyers |
| United Asbestos | $4 | $10¾, buyers |
| Do. Founders | $10 | $150. |
| Union Waterboat Co. | $10 | $124. |

VERNON & SMYTH.

### OPIUM.

August 7th.

Quotations are:—

| | | |
|---|---|---|
| Malwa New | $840 | per picul. |
| Malwa Old | $880 | " |
| Malwa Older | $900 | " |
| Malwa V. Old | $945 | " |
| Persian fine quality | $650 | " |
| Persian extra fine | $700 | " |
| Patna New | $807½ | per chest. |
| Patna Old | — | " |
| Benares New | $805 | " |
| Benares Old | — | " |

### HONGKONG TIDE TABLE.

From August 8th to 14th, 1907.

| Day of Week | Day of Month | HIGH-WATER. Hongkong Mean Time. | Height | LOW WATER. Hongkong Mean Time. | Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Thurs | 8 | m 8 32 | 7 9 | m 1 10 | 0 3 |
| | | 10 : 4 a | 4 4 | 3 3 a | 0 0 |
| Fri. | 9 | m 9 0 | 7 2 | m 2 46 | 0 2 |
| | | 11 1 a | 4 5 | 4 14 a | 0 8 |
| Sat. | 10 | m 9 43 | 7 3 | m 3 17 | 0 1 |
| | | 11 25 a | 4 6 | 4 48 a | 0 7 |
| Sun. | 11 | m 10 16 | 7 3 | m 3 [illegible] | 0 0 |
| | | 11 48 a | 4 6 | 5 21 a | 0 9 |
| Mon. | 12 | m 10 49 | 7 1 | m 4 2 | 0 9 |
| | | | | 5 53 a | 1 1 |
| Tues. | 13 | m 0 19 | 4 8 | m 5 4 | 0 9 |
| | | m 11 25 | 6 8 | 6 25 a | 1 5 |
| Wed. | 14 | m 0 [illegible] | 4 9 | m 5 44 | 0 9 |
| | | 0 8 a | 6 4 | 6 58 a | 0 0 |

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 7th.

| | Previous Day at 8 p.m. | On Date at 10 a.m. | On Date at 8 p.m. |
|---|---|---|---|
| Barometer | 29.70 | 29.79 | 29.73 |
| Temperature | 83 | 85 | 85 |
| Humidity | 78 | 71 | 68 |
| Wind Direction | E | E | ESE |
| " Force | 3 | 2 | 2 |
| Weather | c | c | h |
| Rain | — | 0.01 | — |

Highest open air Temperature on 6th ..... 85
Lowest open air Temperature on 6th ..... 78

### MESSRS. FALCONER & CO.'S REGISTER.

August 7th.

| | |
|---|---|
| Barometer 9 A.M. 29.70 | Therm. (Wetbulb) 9 A.M. 79 |
| Barometer 1 P.M. 29.75 | Therm. (Wetbulb) 1 P.M. 79 |
| Barometer 4 P.M. 29.73 | Therm. (Wetbulb) 4 P.M. 79 |
| Thermom. 9 A.M. 85 | Therm. Maximum ... 85 |
| Thermom 1 P.M. 85 | Therm. Minimum over night ... 78 |
| Thermom. 4 P.M. 84 | |

### STEAMERS PASSED THE CANAL.

July 10th—*Breiz Ruel, Sotrudnik.* 17th—*Indrawadi, Glamorganshire, Amatomi Maru, Tamboo.* 20th—*Slavonia, Telemachus, Awa Maru, Shimosa.* 24th—*Devanha, Hydra.* 27th—*Agamemnon, Lennox, Nabia, Sanuki Maru, Tourane, Brasilea.* 31st—*Glenovon, Flintshire, Longsor, Segovia, Silk, Brownfels, Norman Prince, Whitecross.* August 3rd—*Achilles, Antenor, Sydney, Liberia, Orkl.* 7th—*Benvenue, Braemar, Manila, Oceanien, Prinz Heinrich, Rhenania, Hyson.*

### ARRIVAL AT HOME.

August 6th—*Glenlogan, Boon, Hitachi Maru.*



## VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *P. E. Friedrich* carrying the German Mails with dates from Berlin of the 16th ult. left Colombo on Friday the 2nd inst. p.m., and may be expected here on or about Monday the 12th inst. p.m.

The I.G.M. str. *Zieten* left Kobe via Nagasaki and Shanghai on Sunday the 4th instant p.m., and may be expected here on or about Tuesday the 13th instant p.m.

THE AMERICAN MAIL.

The T.K.K. str. *America Maru* sailed from Yokohama on the 6th instant, and is therefore due to arrive at this port via Manila on the 17th instant.

THE CANADIAN MAIL.

The C.P.R. str. *Tartar* left Vancouver p.m. on Thursday the 25th July for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The A.L. str. *Verwaerts* left Singapore for this port on the 1st instant p.m., and is due here to-day a.m.

The Boston str. *Shawmut* left Manila on the morning of the 6th instant, and is due here to-day at 2 p.m.

The H.A.L. str. *Scandia* left Shanghai via Foochow on 3rd inst. p.m., and may be expected here to-day p.m.

The N.Y.K. str. *Wakamiya Maru* (Bombay Line), left Moji for this port on the 2nd inst., and is expected here to-day.

The str. *Japan* from Calcutta left Singapore on 4th inst. afternoon, and may be expected here to-morrow.

The Danish str. *Tranquebar* left Port Said, and may be expected here on or about the 17th instant.

The str. *Indravelli* left New York on 30th June, and is due here on or about 20th instadt.

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. S. Abraham
Mr. P. R. Adams
Mr. A. Affalion
Mr. J. L. Allison
Mr. J. I. Andrew
Mr. J. H. Backhouse
Marquis de Barthelmy
Mr. H. G. Battiscombe
Mr. R. B. Beattie
Mr. B. J. Birbeck
Mr. & Mrs. S. Bisney
Miss Binney
Mr. F. W. G. Blackmore
Mr. A. B. Blum
Mr. B. Blumenthal
Mr. T. Forrfield
Mr. F. G. Brighton
Mr. A. Vander Does de Bye
Mr. E. W. Carpenter
Mr. A. A. Carl
Mr. A. Carter
Mr. & Mrs. L. Chabenux and maid
Mr. S. J. Chinchen
Mr. L. M. Christner
Mr. H. E. Colvin
Mr. A. H. Crook
Mr. J. Cruickshank
Mr. A. Cruickshank
Mr. W. M. Cumming
Mr. and Mrs. W. H. Donald
Mr. G. Donnell
Mr. F. H. Doolittle
Mr. A. E. Duarich
Mr. W. Einstmann
Mr. H. J. Fairchild
Mr. H. G. Fisher
Mr. H. Fitzgerald
Mr. G. G. Franklin
Mr. C. B. Franklin
Mr. B. L. Frost
Mr. Denman Fuller
Mr. Stuart J. Fuller
Mr. H. W. Gangnuss
Mrs. W. H. Gibbs
Mr. H. D. Gibbs
Mr. J. Gomes
Mr. A. Gregory
Mr. R. Grenourlott
Capt. T. A. Hall
Mr. J. Hanron
Hon. Mr. E. A. Hewett
Count de Hondetot
Mr. E. Howard
Mr. R. Hunter
Mrs. C. M. Jack
Mr. J. P. F. Jokl
Mr. & Mrs. W. H. Jones
Mr. R. M. Joseph
Mr. & Mrs. Joseph
Mr. J. C. Joughin
Mr. E. A. Katsch
Mr. F. Kawamoto
Mr. W. B. Knight
Mr. P. Kunzi
Mr. A. H. Laing
Mr. P. Linton
Mr. W. Logan
Mrs. W. Logan
Mr. P. Lutteighuns
Mr. C. Mack
Mr. G. F. Malden
Mr. Brisbane Marks
Dr. O. Marriott
Mr. G. C. McIntosh
Capt. D. M. Menezes
Capt. J. F. Monteiro
Dr. and Mrs. W. B. A. Moore
Mr. T. Mo ofuji
Mr. R. H. Newborn
Mr. A. E. Paine
Mr. W. Peake
Mrs. Pettingell
Mr. A. R. Vander Pfuldten
Mr. W. Pinnell
Mr. W. A. Powell
Mr. C. M. Preshaw
Mr. A. J. Pugh
Mr. E. Ralphs
Mr. F. H. Ray
Mr. D. Rines
Mr. A. Skinn
Mrs. A. G. Smith
Mr. J. Spittles
Mr. H. S. Spurge
Mr. W. T. Stebbing
Mr. M. L. St pleus
Rev. A. J. Stevens
Mrs. M. L. Thompson
Miss H. M. Thompson
Mr. H. J. Topliss
Mr. Th. Toledano
Mr. C. H. Tricker
Mr. K. Uyemura
Mrs. A. Volger and 2 children
Mr. W. B. Walker
Mr. J. C. Ward
Mr. J. T. L. Williams
Mr. J. B. Wishart
Mr. J. Wolfson
Mr. J. D. Woods
Mr. H. D. Woolfe
Mr. R. J. L. Wright
Mr. A. H. Young

KING EDWARD HOTEL.

Capt. and Mrs. Russell Almond
Mr. F. A. Barron
Mr. W. K. Blessing
Mr. Harry Bramley
Mr. and Mrs. G. H. Corse, jr.
Mr. and Mrs. F. B. Edwards & child
Mr. I. Elayda
Mr. V. Ferrinds
Mr. & Mrs. M. Fiest
Mr. W. Fitzadin
Mr. A. H. Gee
Mr. James Hayes
Mr. and Mrs. E. B. Hudson
Mrs. Jackson & child
Mr. J. E. Joseph
Mr. S. C. Kellehn
Mr. N. T. Kirk
Capt. E. Koford
Dr. Liese
Mr. Geo. T. Lloyd
Dr. Loyal
Mr. F. A. Moore
Mr. & Mrs. Newson and child
Mr. D. M. Nicholson
Mrs. Geo de Quines Nil
Mr. F. L. Nussbaum
Mr. J. O. Park
Mrs. W. C. Passmore
Mr. & Mrs. Pastead
Miss Annie Peacock
Mr. H. Pearman
Mr. M. J. Rieley
Mr. & Mrs. Schindewolf
Mr. B. W. Schumaker
Mr. and Mrs. S. Silverstone
Mr. Arthur Silverstone
Mr. M. S. Silverstone
Mr. M. L. Silverstone
Mr. D. V. Stevenson
Mr. G. F. Story
Mr. John L. Stward
Miss Tiscornia
Mr. B. N. Walker
Mr. C. G. Warfel
Mr. L. B. Whittlemore
Mr. and Mrs. Geo. Wilder & maid

KINGSCLERE PRIVATE HOTEL.

Hon. Mr. F. Badeley
Miss E. G. Baylis
Capt. H. Beasley, R.A.
Mrs. H. Bensley
Dr. & Mrs. R. A. Hellios
Mr. F. Bevington
Mr. & Mrs. N. Branch
Mr. de Bussierre
Mr. H. F. Clard
Hon. Dr. F. Clarke
Miss Cleveland
Mr. A. Clothier
Lt. & Mrs. J. D'Esterre
Mr. J. W. Edgar
Mr. P. G. Falconer
Mr. Franklin
Mr. K. Freund
Miss Gaches
Mr. H. Garrett
Miss Greenlees
Miss I. Hamilton
Miss Hansen
Mr. Korton
Mr. A. Lanning
Miss Leeman
Mr. Linton
Mr. & Mrs. L. Marston
Miss Nordhoff
Miss C. Ober
Mr. R. Paterson
Miss Penfield
Mr. van der Pfordten
Mr. P. H. C. Potts
Mr. Rosenstock
Mrs. G. Sachse
Mrs. F. A. Sanborn
Mr Gray Scott
Col. E. Seymour, A.D.C.
Mrs. F. Seymour
Mr. H. Simms
Major Hon. M. Ward
Hon. Mrs. M. Ward





Printed and Published by BERTRAM A. HALE for the Concerned, at 10A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.